REGISTERED No. 1—1876.

The Bombay Gazette.

No. 8,498—New Series. BOMBAY:—THURSDAY, MAY 4, 1876.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Bombay Gazette* will for the future be as follows:—

To Subscribers in Bombay—*Delivered free.*

In Advance.		*In Arrear.*	
Per Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	30
Quarterly	13	Quarterly	15
Monthly	5	Monthly	6

To Subscribers Up-country.

In Advance.		*In Arrear.*	
Per Annum	Rs. 52	Per Annum	Rs. 68
Half-yearly	29	Half-yearly	36
Quarterly	16	Quarterly	20
Monthly	6	Monthly	7

These Up-country Rates include Postage Rates.

Single Copy ..... 2 As.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion ..... Re 5 0
Second do. ..... „ 2 8
Third do. ..... „ 2 8
Fourth and succeeding insertions ... „ 0 2½ As.

Nine Lines as Advertisements counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ..... 8 As. per Line.
Second do. ..... 4½ „ „
Third and succeeding ..... 2½ „ „

Arabic Native Languages, double the above.

Advertisements which are to be inserted for a considerable period special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Articles Lost or Found, &c., &c.

The rate for Advertisements belonging to any of these classes will be as follows:—

Not exceeding three lines ..... Re. 1 0
Each succeeding line ..... „ 0-8 As.

Advertisement exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee* and payment must in all cases be made in *Cash*.

All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

Domestic Occurrences: Each—Rupees 2.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo every week.

The S. S. SOCOTRA, 1,947 Tons, 220 H. P., Commander W. Stannatt, will be despatched on SATURDAY, the 5th May 1876, at 4 P. M.

	May.		May.
Leaves BOMBAY	6	Leaves Tuticorin	14
„ Ratnagherry	7	„ Colombo	15
„ Vingorla	8	„ Galle	16
„ Goa	9	„ Negapatam	11
„ Carwar	8	„ Madras	23
„ Mangalore	19	„ Coconada	24
„ Cannanore	10	„ Vizagapatam	24
„ Tellicherry	10	„ Bimlipatam	25
„ Calicut	11	„ Calingapatam	25
„ Beypore	11	„ Gopalpore	26
„ Cochin	12	„ False Point	28
„ Allepey	13	Arrives CALCUTTA	31

Cargo for Singapore and China can be booked by the Steamer on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

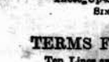
Also for Batavia, Sourabaya, Tjillatjap, Palembang, Pontianak, Aicheen, Padang and Moluccas Islands, to go forward by the Messageries Maritime and Netherlands India S. N. Company.

M.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every week to the Persian Gulf, touching at KURRACHEE, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, BUSHEH, and occasionally at BAHREIN, and MAHOMERAH.

The S.S. UMBALLA, 847 Tons, 130 H. P., Commander R. L. Turner, will be despatched on FRIDAY, the 5th May 1876, at 4 P. M.

	May.		May
Leaves BOMBAY	5	Leaves BUSHEH	24
„ Kurrachee	9	„ Mahomerah	24
„ Muscat	13	„ Fao	24
„ Bunder Abbas	14	„ Bushire	26
„ Linga	16	„ Lingo	29
„ Bahrein	17	„ Bunder Abbas	30
„ Bushire	18	„ Jask	31
„ Fao	20	„ Gwadar	June. 2
„ Mahomerah	20	„ Kurrachee	6
Arrives BUSHEH	21	Arrives BOMBAY	9

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE CALLING AT KATTYAWAR COAST PORTS.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and its consorts, will, during the Fair Season, despatch a Steamer to Kurrachee every FRIDAY, at 4 P.M., and an Extra Steamer on every MONDAY, at 5 P. M.

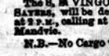
The S.S. UMBALLA, 840 Tons, 130 H. P., Commander R. L. Turner, will be despatched on FRIDAY, the 5th May 1876, at 4 P. M.

The S. S. VINGORLA, 378 Tons, 120 H. P., Commander N. R. Sayers, will be despatched on MONDAY, the 8th May 1876, at 2 P.M., calling at Veraval, Porebunder, Mangrole, and Cutch Mandvie.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co. Agents.

STEAM COMMUNICATION WITH ITALY VIA SUEZ CANAL.



ITALIAN STEAM NAVIGATION COMPANY of Messrs. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE

GENOA, on the 24th, and BOMBAY on the 1st of each month.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Including Wines.
Suez	36	22	8	
Port Said	38	24	8	
Messina	48	34	14	
Naples	50	34	14	
Leghorn	50	34	14	
Genoa	50	34	14	
Marseilles	52	35	14-10	Without food.

Children under 8 years—free of charge. Children not above years—half fare.

NEXT STEAMERS FROM BOMBAY:—

ABYSSINIA to sail on MONDAY, 15th May 1876.
AURSTRALIA to sail on THURSDAY, 1st June 1876.
SUMATRA to sail on SATURDAY, 1st July 1876.
BATAVIA to sail on TUESDAY, 1st August 1876.
AUSTRALIA to sail on FRIDAY, 1st September 1876.
SUMATRA to sail on SUNDAY, 1st October 1876.

From the 1st January 1876 Steamers will leave Genoa on the 24th and 24th, and Bombay on the 1st and 15th of every month, until further notice.

All Steamers of this Company have large First and Second-class accommodations and always carry a Doctor and a Stewardess on board.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For hand-books of information, rates of freight, &c, apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 9, Hummum Street.

Bombay, 6th December 1875.

LIVERPOOL, *VIA* SUEZ CANAL.

TO LEAVE ABOUT 25TH MAY.

THE well-known and favorite S. S. TIMOR, 2,209 Tons, J. Brown, Commander, has excellent accommodation in a Saloon built on Deck for First-class Passengers only. She carries a Surgeon and Stewardess.

RATES OF PASSAGE.

TO SUEZ ..... Rs. 300
„ MALTA ..... „ 400
„ LIVERPOOL ..... „ 500

For Passage and further particulars apply to

GRINDLAY, GROOM & Co.
W. NICOL & Co., Agents.

Bombay, 19th April 1876.

HALL LINE OF STEAMERS.

BOMBAY TO LIVERPOOL.

TO SAIL POSITIVELY ON 24TH MAY,

BRANKSOME HALL.

THE ATTENTION of INTENDING PASSENGERS is particularly called to these fine steamers which have been specially constructed for the Bombay Trade. They are all built to steam 12 knots, and are expected to make the passage either to or from England in about 26 days.

Each steamer will carry a DOCTOR and STEWARDESS.

For Passage, &c., apply to

W. 38 A. GRAHAM & Co., Agents.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE:—

Vessels.	Captains.	Tons.	H.P.	May. 1876.	
DECCAN	J. D. Gaby	3429	550	8th	Southampton.
KASHGAR	E. J. Baker	2621	450	16th	Suez, &c
BOKHARA	W.D. Anderson	2932	450	22nd	Southampton.
CEYLON	J. Orman	2111	450	29th	Suez, &c.
				June	
GWALIOR	J. C. Babot	2725	450	2nd	Southampton.
GEELONG	C. Fraser	1825	250	9th	Suez, &c.
AUSTRALIA	J. S Murray	3863	800	14th	Southampton.
TRAVANCORE	W. H. Andrews	1900	350	23rd	Suez, &c.
NIZAM	A. E. Barlow	2725	450	30th	Southampton.

Passengers are booked to Malta, Gibraltar and Southampton by every Mail. The Southampton Steamers proceed to that port direct; but by the alternate Steamers Passengers change vessels at Suez.

Passengers to Brindisi, Ancona, and Venice are carried by every Steamer, but proceed by rail from Suez to Alexandria.

Passengers are requested to send their heavy baggage to Mazagon, on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M. precisely, on the day of sailing.

GEORGE F. HENRY, Superintendent.

Bombay, 1st May 1876.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On MONDAY, the 15th May 1876, at 3 P.M., from Mazagon.

THE P. and O. Co.'s S.S. THIBET, Captain C. H. Eastley, (2,593 Tons and 400 H. P.), will be despatched as above, carrying H.M.'s Mails and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on FRIDAY, the 12th May 1876.

GEORGE F. HENRY,
Bombay, 1st May 1876. Superintendent.

BOMBAY TO SOUTHAMPTON. TO SAIL ABOUT 20TH MAY.

THE attention of Families intending to proceed to England is specially invited to the fine Steamer GALATEA, 2,001 Tons Register, 360 H.P. nominal, classed 100 A 1 at Lloyd's, well-known in the South American Passenger Service as one of the favourite steamers of the Belgian Royal Mail Company. She has superior accommodation for Fifty First Class Passengers, and carries a DOCTOR and STEWARDESS. Inspection of the Saloon and Cabins is particularly solicited.

GRINDLAY, GROOM & Co.,
Passenger Agents.
McCULLOCH, BEYTS & Co.,
Agents

ANCHOR LINE—INDIAN SERVICE.

BOMBAY TO LIVERPOOL, VIA SUEZ CANAL.

THE following or other First Class Steamers of the ANCHOR LINE will sail from GLASGOW and LIVERPOOL to PORT SAID, SUEZ, and BOMBAY, and from BOMBAY to SUEZ, PORT SAID, GIBRALTAR, and LIVERPOOL:—

	Tons H.P.	From Glasgow.	From Liverpool.	From Bombay.
TRINACRIA	2107 424			17th May.
EUROPA	2277 424	22d April.	29th April.	14th June.
INDIA	2260 500	20th May.	27th May.	11th July.
MACEDONIA	2272 486	17th June.	24th June.	10th August.

And regularly thereafter, further sailings being arranged according to the requirements of the trade.

All the Steamers of this Line carry a SURGEON and STEWARDESS, and have superior First-class accommodation fitted with every convenience.

Passengers and Cargo booked through to New York in connection with the Anchor Line Transatlantic Service.

FARES FROM BOMBAY TO LIVERPOOL. SUEZ.

FIRST CLASS ..... Rs. 500 Rs. 350

A reduction of 15 per cent. will be given on Return Passages to all who re-embark by Anchor Line Steamer within twelve month of time of landing.

For Passage, Freight, &c., apply to

W. & A. GRAHAM & Co., Agents.

Bombay, 27th April 1876.

CONSIGNEES of CARGO per S.S. TRINACRIA ARRIVED from GLASGOW and LIVERPOOL, are REQUESTED to SEND their BILLS of LADING accompanied by DELIVERY ORDERS for our inspection and countersignature, and to TAKE DELIVERY of their respective GOODS AT ONCE.

No CLAIMS of any kind will be paid after the departure of the Steamer unless previously passed by the Captain.

W. & A. GRAHAM & Co.,
Agents s. s. Trinacria.

Bombay, 1st May 1876.

CONSIGNEES of CARGO per S.S. VIXEN, arrived from LIVERPOOL, are REQUESTED to PAY FREIGHT and SEND their BILLS of LADING and DELIVERY ORDERS for our inspection and countersignature. As the Cargo will be landed in the Sassoon Dock, Consignees can obtain delivery of their GOODS there, and early application is requested.

No CLAIM for DAMAGE or SHORT DELIVERY will be admitted under any circumstances unless passed by the Captain before the departure of the Vessel.

DAVID SASSOON & Co.,
Bombay, 28th April 1876. Agents, s.s. Vixen.

GENERAL AVERAGE PER J. C. STEVENSON (S.)

THE STATEMENT being READY CONSIGNEES are hereby informed that the SURPLUS AMOUNT deposited will be REFUNDED, on presentation of the RECEIPTS originally granted.

The Statement can be inspected at the Office of the Agents.

RITCHIE, STEWART & Co.

Bombay, 2nd May 1876.

SALES BY AUCTION.

MENESSE AND COMPANY.

AUCTION SALE OF SHARES.

THIS DAY, THURSDAY, the 4th May, between 2 and 4 P.M., Messrs. MENESSE and Co. will sell by Public Auction, at the Share Bazar, on account and at the risk of Chokesy Ambaram Nowrangram Shroff and by order of Hajeebuy Bagubhoy.

50 Shares in the New Dhurumsee Poonjabhoy Spinning and Weaving Company, Limited, No. 1368, 1655, 1686.

AUCTION SALE OF DAMAGED PIECE GOODS AND YARN.

THIS DAY, THURSDAY, the 4th instant, at 2 P.M., Messrs. MENESSE and Company will sell by Public Auction, at Carnac Bunder, on account of the concerned.

33 bales of piece goods and yarns, damaged by salt water, ex S. S. Socotra.

A deposit will be required when the lots are knocked down, and the balance on delivery of the goods which must be taken within two days of the date of the sale.

THIS DAY, THURSDAY, the 4th instant, Messrs. MENESSE and Co., will hold their usual Weekly Auction sale at their rooms of a quantity of grey and coloured piece goods, twist, &c., &c.

A quantity of unclaimed goods of B. B. and C. I. Railway Company.

A quantity of office furniture, such as blackwood writing tables, counters, chairs, copying press, cotton press, sample tables, cotton sample presses, cupboards, washing table, benches, &c., &c.

6 bales grey piece goods.

On account of the underwriters.

B P B and Co. 1-2-2 chests of damaged false pearls, ex S.S. Teheran.

AUCTION SALE OF STEEL.

On SATURDAY, the 6th instant, at 2 P.M., Messrs. MENESSE and Company, will sell by Public Auction, at Carnac Bunder, on account and risk of the Indentor, Khimjee Jeeva.

AEF 600 Faggots	}	Steel.
200 Do.		
600 Kegs		

MENESSE & Co.

Bombay, 4th May 1876.

BENNETT AND COMPANY, No. 4, FORBES STREET.

AUCTION SALE of valuable and handsome English, mahogany and richly carved blackwood furniture, plated, glass, silver and crockery ware, a first-class piano, splendid pier glasses "if not previously disposed of", carriages, horses, plants &c., at Nepean Sea Road, Malabar Hill.

Messrs. BENNETT and Co., have been instructed to sell by Public Auction, at the abovementioned place, the whole of the valuable and handsome household furniture, piano, carriages, horses, &c., the property of John Ryan, Esq. Date will be fixed hereafter.

AUCTION SALE of valuable and handsome household furniture, plated, glass, and porcelainware, &c., at Middle Colaba, next to Sassoon's Dock.

On TUESDAY, the 9th instant, at 1 P.M., Messrs. BENNETT & Co. are instructed to sell by Public Auction at the abovementioned place, the valuable and handsome household furniture plated, glass, and porcelainware, &c., the property of R. Shakell, Esq.

Full particulars will be given hereafter.

AUCTION SALE of valuable household furniture, plated, glass, and porcelainware, piano, carriages, horses, plants, &c., at No. 126, Malabar Hill.

On SATURDAY, the 13th May, at 1 P.M., Messrs. BENNETT and Co. are instructed to sell by Public Auction, at his residence, at the abovementioned place, the valuable and handsome household furniture, piano, carriages, horses, &c., the property of Dr. J. T. Mackenzie.

Full particulars will be given hereafter. Catalogues will be published and the property will be on view 4 days before the day of sale.

AUCTION SALE of valuable and handsome household furniture, plated, glass, and porcelainware, &c., at Tank Road, Parell, behind Government House.

On WEDNESDAY, the 24th instant, at 1 P.M., Messrs. BENNETT and Co. have been instructed to sell by Public Auction, at his residence, at the abovementioned place, the valuable and handsome household furniture, &c., the property of G. B. Benn, Esq.

Full particulars will be given hereafter. Catalogues will be published and the property will be on view from the 18th inst.

FOR COMMISSION SALE.

A handsome French slate billiard table.

BENNETT & Co,
Bombay, 4th May 1876.

WANTED.

PARTNERSHIP.

WANTED, a PARTNER with moderate Capital, in an ESTABLISHED LITERARY UNDERTAKING. One prepared to take an active part in the management preferred. Address "A. B. C." care of H. BRONNELL, Esq., Solicitor, Bombay Street, Fort.

NEW ADVERTISEMENTS.

FORT THEATRE, APOLLO STREET, ENTRANCE TO THE ENGLISH HOTEL.

NEW PROGRAMME.

TO-DAY, THURSDAY, 4TH MAY.

The performances will commence with the Comedietta, CHRISTMAS BOXES.

To conclude with the Burlesque of MEDEA;

OR

THE BEST OF MOTHERS WITH A BRUTE OF A HUSBAND.

NEW SONGS AND DANCES.

PRICES OF ADMISSION.

First Class ..... Re. 1. | Second Class ..... Re. 1.

Seats may be secured at English Hotel.

Doors open at 8-30. Performance to commence at 9 o'clock punctually.

N. B.—Extra Tramway Cars leave from Elphinstone Circle and Church Gate Street after the performance.

PUNKAHS IN FULL SWING.

STAGE MANAGER ..... MR. M. COMBERFORD.

THE ALLIANCE SPINNING AND WEAVING COMPANY, LIMITED.

NOTICE is hereby given, that the THIRD DIVIDEND at the rate of RUPEES (90) NINETY PER SHARE will be PAID on and after THURSDAY, the 11th May 1876, at the Registered Office of the Company, No. 7, Church Street, Fort, (to those SHAREHOLDERS whose NAMES were on the Company's REGISTER on the 21st April 1876) between the hours of 12 Noon and 2 P.M.

VRIJDASS VURJDASS & Co.,
Bombay, 4th May 1876. Secretaries and Treasurers.

TREACHER AND COMPANY, LIMITED.

NOTICE is hereby given, that the TWELFTH ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS will be held in the Fort premises on THURSDAY, the 11th May 1876, at 4 P.M.

1. To receive Accounts made up to 31st March 1876, and the Directors' Report.
2. To declare a Dividend.
3. To elect a Director.
4. To elect Auditors and fix their remuneration.

By order of the Directors,
JOHN CAMERON,
Acting Manager in India.

Bombay, 1st May 1876.

UNDER THE PATRONAGE OF H. R. H. THE PRINCE OF WALES AND THE LATE GOVERNORS OF BOMBAY.

R. PARTRIDGE & CO.,
BOOT AND SHOE MAKERS,
BOMBAY.

TRY R. P. & Co.

The only Establishment in Bombay where all orders are received and attended to and made on the premises, and the goods warranted to be of the best materials and workmanship.

Large supply of goods always in stock.

Price List to be had free on application.

BINKO'S PATENT SPECTROGRAPH, for copying by reflection. Each packed in cardboard box:

Small size, Rs. 1-4. Large	3 0
WEDGWOOD'S MANIFOLD WRITERS: in case, with Copying book, Carbonic paper, styles, &c., complete: Quarto, or Letter size, Rs. 25. Foolscap size	35 0

Letter Books and Carbonic Ink Books for the above, are always available.

THACKER, VINING & Co.

USEFUL ARTICLES FOR THE APPROACHING WET SEASON.

TRAVELLERS' FOLDING IRON CAMP BEDSTEADS, compact and portable, easily put together, and folding up into a canvas bag for travelling. Size when open 6 feet 6 by 2 feet 4. Price Rs. 36 0

WATERPROOF ROLL CORK MATTRASSES may be used with or without the above, very light and portable, size as above ..... Price Rs. 16 0

WATERPROOF GROUND SHEETS, 7½ feet by 4½ 13 4

AIR BEDS, Mackintosh's Vulcanized, 7 feet by 2 feet, with bellows for inflating do. 45 0

AIR PILLOWS of various shapes and sizes, at corresponding prices.

RAIN GUAGES.

CASELLA'S 5 inch, with graduated glass Measure, &c., complete ..... Each Rs. 15 0

OFFICE REQUISITES.

CHUBB'S JAPANNED TIN DESPATCH BOXES, PAPER BOXES, AND DEED BOXES. JAPANNED TIN STATIONERY RACKS. INKSTANDS OF ALL KINDS. MORDAN'S LETTER-WEIGHERS. GRIP'S POCKET LETTER-WEIGHERS. PAPER WEIGHTS, IN GLASS METAL AND VULCANITE. CALL BELLS. STATIONERY OF EVERY KIND, MACHINE OR HAND MADE. PENS AND PENHOLDERS. BLOTTING BOOKS. TABLE SETS, CONSISTING OF ENVELOPE CASE & BLOTTING-BOOK.

And every requisite for the Office or Writing-table.

THACKER, VINING Co.

SPECIAL SHORT ADVERTISEMENTS.

WANTED, by a GENTLEMAN BOARD and LODGING in a respectable European Family. Terms moderate. Address "X. L.," Office of this Paper.

BOARD and LODGING for 2 or 3 Gentlemen at Breach Candy, distant only 300 yards from the Swimming Bath. Terms moderate. Apply to "X. Y. Z.," Post Office.

SACCONE'S GIBRALTAR SHERRY obtainable from the Undersigned.

Wm. WATSON & Co.
24, Apollo Street.

FOR SALE, a SQUARE PIANO by SCHIEDMAYER of STUTTGART. Apply to W. J. ESSAI, Forbes and Meadow Street, Bombay.

TO LET, for one or two months, as may be required, a commodious well furnished BUNGALOW in a good neighbourhood. Rent Rs. 100. Address T., *Bombay Gazette* Office.

MALABAR HILL.

TO BE LET, for six months, from May to November, a large, well furnished BUNGALOW on Malabar Hill. Apply to "A." *Bombay Gazette* Office.

BOARD, with a suite of comfortable Rooms for ONE or TWO GENTLEMEN or a MARRIED COUPLE in a Bungalow at Byculla conveniently situated in all respects. Apply "Q.," care of *Bombay Gazette*.

FOR SALE, a Milan built convertible Self-Driving Victoria Park Phaeton and pair of Grey Horses, with Harness Phaeton 1,500, Horses 800, Turnout for Rs. 1,800 Apply to J. F. WATSON, Messrs. Watson & Co., Church Gate.

NOTICES.

MESSRS. C. MARCKS & Co. have now on Hand a LARGE COLLECTION of PALANQUIN CLOCKS and TIME PIECES in Morocco and Russia Leather Cases from Rs. 30 to Rs. 250, the latter chiming the quarters.

The above are the best Clocks adapted for Travelling.

BOMBAY AND POONA.

EDUCATION IN GERMANY.

A PROFESSOR in a High School in one of the healthiest Towns in Germany will be glad to undertake the TUITION of a few YOUNG LADS from 10 to 15 years of age.

A comfortable Home guaranteed and the greatest care bestowed in training up to a High Standard.

Satisfactory references can be given. For further particulars apply to

X. Y., care of *Bombay Gazette*

GREAT INDIAN PENINSULA RAILWAY.

TENDER FOR WOODEN FLOORING BLOCKS.

The Agent is prepared to receive TENDERS for WOODEN BLOCKS (containing half a cubic foot or less each) for 1,60,000 square feet of flooring. Any description of Timber may be tendered for.

Copies of the Specification and Conditions of Contract may be had at the Chief Engineer's Office, Elphinstone Circle, on and after the 2nd instant.

Tenders endorsed "Tender for Flooring Blocks," addressed to the Agent, G. I. P. Railway Company, will be received at his Office up to Noon of the 20th instant.

G. H. WRIGHT,
Acting Chief Engineer.

Chief Engineer's Office, Bombay, 1st May 1876.

SOINDE, PUNJAUB AND DELHI RAILWAY.

SEALED TENDERS are invited for the SUPPLY of 5,000 cubic feet of the best MOULMEIN TEAK TIMBER, without shake and not worm-eaten, in logs measuring 18 inches to 24 inches square, and from 22 feet to 28 feet in length.

The Tenders to be endorsed "Tender for Teak Timber," and to be addressed to the "Agent Scinde, Punjaub and Delhi Railway, Lahore," and should reach prior to the 7th May 1876, upon which date they will be opened.

The Timber must be made over to the Company's accredited Agent at Bombay, or Calcutta, before the 15th July 1876.

The Agent does not bind himself to accept the lowest or any Tender.

W. R. BIRNEY,
Officiating Personal Assistant.

Lahore, Agent's Office, 19th April 1876.

SEEDS! SEEDS!! SEEDS!!!

AND

BULBS.

PALEKAR & Co. beg most respectfully to announce to their constituents and to the general Public that they have just received from England their first supply of English Fruit, Flower and Vegetable Seeds and 15 most distinct varieties of Dahlia Bulbs and Abemenes Roots. They also beg to intimate that they have in stock a large collection of Indigenous Flower and Vegetable Seeds suited for England. New Price Lists can be had Post Free on application.

Terms—Cash.

PALEKAR & Co.

Kalbadevi Road, Bombay.

TEETH! TEETH!! TEETH!!!

J. J. L. DAVIS, Surgeon Dentist from the Dental Hospital, inserts Mineral Teeth over the most sensitive gums and stumps without pain or inconvenience; in appearance quite equal to nature, while for mastication and articulation they cannot be equalled.

Extraction, stopping and scaling, Rs. 5.

Children's Teeth carefully regulated.

Fort Address.—Rampart Row, next to Messrs. Thompson Taylor & Co., Chemists and Druggists.

Consultation daily from 10 A.M. to P.M.

MONSOON SUPPLIES.

ANTICIPATING the REQUIREMENTS of MOFUSSIL CONSTITUENTS who through the difficulty of communication with Bombay during the Monsoon, are compelled to lay in SUPPLIES IN ADVANCE, for these months, the Company are landing by each mail large supplies of—

BACON, BUTTER, CHEESE, AND HAM.
FISH, SOUPS, AND MEAT EXTRACTS.
FRESH MEATS, GAME, AND POULTRY.
PATES, POTTED MEATS AND YORKSHIRE PIES.
SAUSAGES, TONGUES, AND PIG'S CHEEKS.
PRESERVED VEGETABLES, ENGLISH AND FOREIGN.
CRYSTALLIZED, PRESERVED, DRIED AND TART FRUITS.
BON BONS, FANCY CHOCOLATES, AND FANCY BISCUITS.
JAMS, MARMALADES, FRUIT AND BOTTLED JELLIES.
PICKLES, SAUCES, AND INDIAN CONDIMENTS.
MUSTARDS, SALT, VINEGARS, OLIVES, AND SALAD OILS.
CHOICE INDIAN AND CHINA TEAS.
COFFEES, COCOAS, AND CHOCOLATES.
ARROWROOTS, MACCARONI, TAPIOCA, &c., &c.
CORN FLOURS, ISINGLASS AND GELATINE.
INFANTS', INVALIDS', AND DIETETIC FOODS.
CONDENSED AND DESICATED MILK.
CRYSTALIZED LOAF SUGARS.
PEELS, SPICES, ESSENCES, AND HERBS.
CANDLES, SOAPS, AND ALL HOUSEHOLD REQUISITES.

These are imported from the most renowned EUROPEAN HOUSES and are of the same high class, which enables the management to assert their superiority to those usually offered in the Bombay Market (frequently the refuse of Bazaar auctions) and to confidently GUARANTEE their quality and freshness.

DETAILED PRICED LISTS FREE UPON APPLICATION.

TREACHER & CO., LIMITED,

WINE MERCHANTS, ITALIAN WAREHOUSEMEN AND GENERAL PURVEYORS,

BOMBAY, BYCULLA, & POONA.

THE A. B. C.

LIST OF TRAVELLERS' REQUISITES.

HOMEWARD BOUND PASSENGERS

are invited to inspect the above at

THE OVERLAND KIT WAREHOUSE,
8, RAMPART ROW.

		Rs. a.
AIR TIGHT CASES	For Uniform, &c.	from 26 0
BATHS	Travelling with Basket to form Trunk	from 35 0
BAGS	Soiled Linen	from 4 12
	Courier	from 8 8
	Hide Hand	from 12 8
	Gladstone	from 30 0
BANIANS	Gauze Merino	six 14 0
	Warm do.	each 5 8
BELTS	Waist	2 8
	Money	4 8
BRACES	Various	from 2 0
	Cloth	each 2 0
	Hat	each 1 8
	Nail	0 14
	Tooth	0 10
BRUSHES	Hair Military	10 8
	in Solid Leather Case	2 8
	Shaving	2 8
BEDSTEADS	Folding Camp	35 0
BLANKETS	Fine White	p.pr. 5 0
	Scarlet	p.pr. 33 0
COLLARS	Gent's Linen	doz. 6 0
	Flannel	3 0
CUFFS	Gent's Linen	p. pr. 1 0
CARDIGAN	Jackets	from 9 8
CAMBRIC	Handkerchiefs	6 0
	Travelling	3 8
	Balmoral	5 0
	Glengarry	6 0
	Seal Turban	4 8
CHAIRS	Travelling	9 8
CUSHIONS	Air	6 8
COMBS	Toilet	1 0
	Pocket in case	0 12
DRESSING GOWNS		from 10 0
DRAWERS	Gent's Cotton	six
	do. Merino	six
	Bathing	each 2 0

		Rs. a.
GLOVES	Warm Berlin	2 0
	do. Cloth	2 0
	Dogskin	2 8
	Felt Soft	7 8
HATS	Tweed	5 0
	Drab Felt	8 8
	White Regulation	14 8
HELMETS	Ladies Riding	11 8
	Pith	6 8
JEWELLERY	Gold Front Studs	set 12 0
	Gold Collar	set 8 0
	Lund's Pearl	set 4 0
	Mother of Pearl	set 1 0
	Gold Scarf Pins	each 12 8
KNIVES	Pocket	2 8
KNICKERBOCKERS		p.pr. 4 12
MATTRASSES	Cork	19 8
	Coir	2 0
MUFFLERS	Berlin	2 0
MITTS	Berlin	2 0
MAUDS	Best Scotch	25 0
MIRRORS	Travelling	3 8
NAPKINS	Best Damask	doz. 10 8
PERFUMES	Eau de Cologne	1 0
	Lavender Water	2 0
	Various Extracts from the Best Makers	1 12
	Lime Juice & and Glycerine	0 10
	Rimmel's	
PURSES	Solid Leather	3 0
	Travelling	2 0
PILLOWS	Feather	7 8
	Horse Hair	7 8
	Air	8 8
PYJAMAS	Cambric	six 16 8
RAZORS	in case	3 8

		Rs. a.
SHIRTS, per half dozen	Long Cloth	12 8
	Best do.	28 0
	Printed Cambric	12 8
	Oxford Cloth	36 0
	Silk and Wool	52 0
	Flannel	49 0
SUITS	Sleeping	each 10 0
	Deck	10 0
	Blue Serge	27 0
	Travelling	25 0
	Overland	25 0
	Warm Cheviot	35 0
	Overall	15 0
	Inverness Capes	35 0
SHEETS	Twilled Long Cloth	9 8
SCARFS	Gent's for Pin	1 8
	Pillows Knotted	1 12
	Scarf to Tie	1 12
SHOE HORNS		0 14
SCISSORS NAIL		1 8
SOAPS	Marine	box 1 4
	Transparent	„ 1 4
	Carbolic	1 0
	United Service	1 0
SPONGES	Fine Bath	3 8
	Bags for ditto	1 12
TOWELS	Turkish Bath	six 10 8
	Honey Combed	„ 5 0
	Gent's Cotton	doz. 9 8
	do. Merino	15 8
SOCKS	Gent's Canvas	6 8
SHOES	Morocco	4 8
SLIPPERS	Overland	22 0
TRUNKS	For Rail	12 8
	Solid Leather	60 0
UMBRELLAS	Gent's Alpaca	6 8
	do. Silk	11 8
	Ladies' Silk	9 8
	Cotton	7 8
WATERPROOF	Coats	11 8
	Sheeting 72in.	p.yd. 6 8

ASQUITH AND COMPANY,

Shirtmakers and Outfitters,

8, RAMPART ROW, BOMBAY.

CUTLER, PALMER & Co.'s Quotations in Bond for Messrs. LEAL BROS. & Co.'s MADEIRA.

		In Bond.	
M	Young Madeira	...Rs. 103	Per Qr. Cask.
C M	do. do.	... „ 122	„ „
O M	Old do.	... „ 142	„ „
S	Choice South-Side Madeira...	... „ 174	„ „
O S	very Choice Old South-side Madeira...	„ 105	„ Octave.
R	„ „ and Highly-flavoured Reserved	„ ... „ 120	„ „
O R	„ „ „ „ „	„ ... „ 136	„ „
E O R	„ „ „ „ Extra „	„ ... „ 148	„ „
Patherinho, delicately-flavoured Pale		„ „ ... „ 90	„ „

CUTLER, PALMER & Co.,

SOLE AGENTS IN INDIA.

BOURNE & SHEPHERD have now ready for sale a SERIES of PORTRAITS, GROUP

COMMERCIAL INTELLIGENCE

WEDNESDAY EVENING, 3RD MAY 1876.

THE Liverpool Cotton Market yesterday closed steadier, but the day's sales only reached 10,000 bales, and prices both on the spot and to arrive were unchanged. Private telegrams however report that there was more disposition shown to buy at the low prices current, and it is not unlikely that the extent of the decline has begun to give rise to a belief that the market has about reached the bottom for a time. Should such a belief gain ground, we may possibly see another temporary recovery in values, but so far as present information goes, there is nothing in the position on which to base expectations of a permanent improvement. Nothing can do away with the enormous stock in Liverpool, the prospects for manufacturers are by no means favourable, and as yet the advices respecting the new American crop are uniformly favourable.

From New York yesterday we hear of no change in prices. The receipts at the ports to date are as follows :—

	1876	1875	1874
Four days' Receipts ...	13,000	16,000	14,000
Total since 1st Sept. ...	3,929,000	3,320,000	3,582,000

The Manchester Piece Goods Market yesterday was very dull and the quotations show a decline of 1½d. per piece in 7lb. Grey Shirtings, 3d. per piece in 8¼ lb. and ¾d. per piece in 45 inch Grey Mulls. The London General Produce Markets are without change.

A further payment of £284,000 went into the Bank of England yesterday, which indicates continued, if not increasing, ease in the London Money Market, although it is unlikely that the Bank rate will be reduced from its present low minimum of 2 per cent.

Bar Silver was quoted in London yesterday at 53¾d. per oz., an advance of ¼d., and partly owing to this, but mainly to the indisposition to operate both on the part of buyers and sellers, pending information as to the allotments of Council drafts in London to-day, STERLING EXCHANGE has been very firm with a partial advance of 1-16d. in Bank Bills. As news of the biddings will be in before business opens to-morrow morning, it is of little use speculating as to the possible result, but it is worthy of mention that private telegrams received to-day indicate that public opinion at Home has at last begun to view the Government action in connection with Council drafts in the same light which business people on this side have regarded it throughout, and should the previous policy of non-allotment except at a fixed minimum be repeated on this occasion, it is not improbable that the opposition raised may prevent its recurrence at the next biddings. We quote to-day for bills on London :—

Bank Bills, on demand. 1s. 8d. to 13.-16d. per Rupee.
Do. 6 months' sight 1s. 9d. to 1-16d. ,,
Credits, 3 months' sight 1s 9 1-16d. ,,
Documents, 3 months' sight 1s. 9¼d. ,,

On Calcutta there is no change from yesterday's figures : 3/16 premium for demand, 1 per cent. discount for 60 days' sight.

GOVERNMENT SECURITIES are quiet with little doing. Fours, Rs.101½ ; Fours-and-half, Rs.101½ ; Fives-and-a-half, Rs. 103½ to ½.

THE SHARE MARKET continues very strong at advancing prices. Bank of Bombays have again been in active request at a further rise of ½ per cent. and Spinning and Weaving shares have changed hands to a considerable extent at higher figures. In Alliance we quote a rise of Rs. 25, in Dhurrumseys Rs. 10, Great Easterns Rs. 5, Maneckjee Petits Rs. 10, Orientals Rs. 5, and in Prince of Wales Rs. 25 per share. In Press shares the only quotable change is an advance of Rs. 40 in Bellarys. Port Canning Land shares are Rs. 5 higher ; other Companies as last quoted.

For COTTON there has been rather more enquiry to-day, owing to the slightly firmer accounts from Home, and sellers in some cases have asked an advance of Rs. 1 to Rs. 2 per candy. This combined with the advance in Freights and the uncertainty respecting the course of exchange has been sufficient to prevent any amount of buying resulting, and unless we have increased firmness from Home, we must look for the present slight recovery being rapidly lost. The receipts yesterday were 9 468 bales, making 37,640 bales for the five days.

FREIGHTS by steamer have shown great firmness to-day and £2-7-6 has been paid for Cotton to Liverpool. At this rate few engagements are being made, but the comparatively limited amount of tonnage available renders holders very firm. An additional steamer has been fixed for Trieste to-day and has secured a full cargo at £2-12 6 per ton. By sail for Liverpool rates are not strong and reliets have been done at £1-18 9 by first class Iron ships. Wooden vessels are out of request and may be quoted at £1 12-6 per ton nominal.

PIECE GOODS are unchanged in position. A slightly better feeling prevails in the Bazaar, but from first hands transactions are insignificant.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares	Nom'l. Value p. Share	Paid up.	Last Dividend.	Banks.	Cash Rates per Share.
	Rs.	p. a.			
800,000	100	all	5 p.c.	Agra Bank	96
22,000	1,000	all	10 do.	Bank of Bengal	1,400xd
20,000	500	all	5 p.c.	Bank of Bombay New...	713½
5,880	1,000	all	8 do.	Bank of Madras	1,300
80,000	250	all	8 p.c.	Chartered Mercantile Bank, of I. L. & China	300
40,000	281½	all	6p.c.	Hong. & Shanghai Bank.	300
40,000	200	all	5 p.c.	Chartered Bank of India & do.	195
40,000	250	125	12 do.	National Bank of India.	116
80,000	250	all		Oriental Bank.....	495

SPINNING AND WEAVING COMPANIES.

600	1,250	all	50 p.c.	Alexandra Spinning.....	(1,150)
800	2,500	all	150	Alliance Spinning	2,525
300	1,000	all	...	Bhownuggur M. & P. Co.	1,350
760	1,000	all	50 p.c.	Bombay United	1,195
600	150	150	100	Bro ch Mills	160
1,000	1,000	all	150	Colaba Spinning.....	740
3,500	1,000	all	100 p.	Dhurumsey Spinning ...	915
1,200	1,250	all	60p.	Fleming S. W. Co.....	925xd
4,600	1,000	all	30p.c	Great Eastern	1145
2,000	200	all	...	Bombay Hemp & Jute Mill Co	270
700	1,000	all	60p.	Hindustan S. W. Co.....	1,015
780	1,000	all	65p.	Jeevraj Balloo Mills ...	1,005
		800	...	Khandesh Spinning	800
1,000	1,000	all	...	Khatao Mucenjee S. & W. Co.	930
300	1,250	all	200	Madras Spinning	1,010
		750	75	Madras U. Spinning	1,050
2,500	1,000	all	70	Manockji Petit's.....	1,145
1,000	1,000	all	60p.c	Morarjee Spinning.....	1,160xd
4,000	650	all	60p.c	Oriental	795
600	1,250	all	...	Prince of Wales Spinning	875
1,200	1,000	all	...	Sassoon S. W. Co.....	875
1,100	1,000	1,000	200p.c	Soondercbas Spinning ...	850
800	1,000	250	125p.	Do. Do. 1/4shares.	200

* For share for the half-year.

PRESS COMPANIES.

180	5,000	2,880	300 p.c	Akbar Cotton Press Co..	1,450
200	2,000	1,100	85 p.c	Albert Co. Kurrachee...	780
100	500	all	18 p.c.	Albert Ginning Co.....	550
200	1,000	1,000	...	Alfred Mills Co	1,105
150	12,000	11,000	425 p.c	Apollo Press Co.....	3,100
175	1,000	all	60	Beliary	170
150	1,000	all	65 p.c	Bezar Company (New)....	515x
1,000	250	all	42 p.c	Indu n Press Co.....	385
400	250	all	24 p.c.	Broach Cotton Co.....	90
1,500	1,000	all	70	Carmac Co.	900
200	250	all	...	Cocanada Press Co.....	15
500	1,500	all	700 p.c	Colaba Press Co.....	3,200
600	500	all	200	Dhollera P. & G. Co	300
252	1,000	all	180 p.c	Ea t India Press Co....	825
150	2,500	all	Rs.200	F rt Pr ss Co	1,500
200	1,000	all	15 p.c	Framji Cowasji Press Company	300
200	500	all	100 p.c	French Press Co.....	425
1,150	...	1,400	100 p.c	Imperial Press Co. ...	410
*1,150	400	350	45 p.c	Mofussil Press & Gin ning Co.....	360
600	2,000	2,000	...	Nicol Press Manufacturing Co., Ld.....	1,125
125	...	1,500	250 p.c	Prince of W. Press	700
200	500	all	100 p.c	Ramsay's Press Co.....	560
400	500	750	45 p.c	Scinde Press Co.....	430
300	1,000	750	...	Scinde & Punjaub Cotton Press Co., Limited.	1,025
150	250	all	12 p.c.	Victoria Cotton Gin and Press Co	600nl
250	1,000	,,	125p.c	Volkart's United Press C.	75

* For share, for the year.

LAND COMPANIES.

1,000	5,000	all	60	Colaba Land Co.....	1,095
1,500	150	all	...	Freeze Land & Pier Co. Ld	75
1,750	2,000	1,000	90 p.c.	Mazagon Land	575
6,000	1,400	all	10 do.	Port Canning Land Company, Limited.....	210

RAILWAY COMPANIES.

620	318	6	5 p.c.	G. I. P. Railway Consolidated Stock	267
620	168	14	6 do.	Do. New £20 Shares.....	196
620	65	7	5 do.	Ditto	72
620	21	13	1 do.	Ditto	32
100	1,000	all	do.	B. B. & C. I. Railway Co.	1,100
218	150	9	15 do.	Do. New Shares.....	235

MISCELLANEOUS.

1,000	12,500	1500	240 p.c.	Bombay Burmah Trading Corporation	1,890
1,000	50	all	4½ p.c.	Bombay Gas Company	60
300	1,000	all	...	Bombay Saw Mill Co.....	700
500	500	300	30 p.c.	Landing & Shipping Co. of Kurrachee, Ld.	300
2,150	200	100	8 p. c.	Malabar Company, Ld. ..	70
5,000	50	all	4 p.c.	Mechanics' Build'gs Co...	21
1,500	100	all	80 p.c.	Treacher & Co.....	400
...	250	all	60 p.c.	Vingas Patent Slip	32

BOMBAY BARODA AND CENTRAL INDIA RAILWAY.

Statement of Traffic, for week ending 29th April, 1876.

Open, 480½ Miles.	Rs.	a.	p.
Coaching	45,899	0	0
Merchandize	1,44,354	0	0
Telegraph	579	0	0
Total Rs.....	1,90,732	0	0

Corresponding week in April 1875.

Open 480½ Miles.	Rs.	a.	p.
Coaching	49,965	0	0
Merchandize	1,41,357	0	0
Telegraph	509	0	0
Total Rs.....	1,91,701	0	0
Decrease Rs.....	969	0	0

SHIPPING INTELLIGENCE.

THE SHIP NORTHBROOK, 1,820 tons, Captain H. Pierce, will sail to-day for Liverpool, with a general cargo.

THE SHIP BERTEAUX, 1,022 tons, Captain S. Davis, will sail to-day for Antwerp, with a cargo of 27561½ cwts lin seed.

THE SHIP LADY DUFFERIN, 1299 tons, Captain P. Tied, arrived in harbour yesterday from Kurrachee (April 29th), in ballast.

THE s. s. MUDLARK, 158 tons, Captain J. A. Greig, arrived in harbour on the 2nd instant from Glasgow, (March 25th), in ballast. The vessel is consigned to the Captain.

THE s.s. TRENTHAM HALL, 1 358 tons, Captain J. Stewart, sailed yesterday for Liverpool, via the Suez Canal, with a general cargo and the following passengers :—Mr. and Mrs. Stretch and three children Mrs. Rotton, Miss Rotton, Mrs. Siran, two children and ayah, Col. Brander, Mr. Gillet, Revd. Mr. and Mrs Hanser, Mr. Castle, Mr. Corbett, and Mrs. Turner.

THE P. AND O. Co.'s s. s GERLONG, 1,135 tons Captain C. Fraser, arrived in harbour yesterday from Chin &c., with China Mails, and the following cargo : —From Shanghai.—54 boxes tea, 9 boxes gold, 8 packages silk 2 boxes silk piece goods, and 8 packages, merchandise. From Yokahama,—6 packages merchandise. From Hongkong.—8 boxes specie, 34 packages silk piece goods, 25 boxes preserves, 519 packages, tea, 5 boxes false pearls, 833 packages sugarcandy, 110 packages umbrellas, 2 pack ges piece goods, 1 case pictures, 248 packages merchandise, 66 packages silk, 1 box cigars, 25 cases bangles, 16 boxes brass leages, 6 boxes brass beads, 6 cases chinaware, 1 case china cubebs, 4 boxes white copper, and 10 boxes vermillion. From Singapore,—4,166 bundles rattans, 152 baskets dammer, 33 packages tea, 37 packages aniseed, 4 cases benisemin, 15 packages silk, 2 packages sundries, and 3 boxes cigars. From Penang,—292 slabs tin, 2 boxes specie, and 1 box merchandise, The brought the following passengers :—From Yokohama to Venice.—Mr. Dawson. From Yokohama to Brindisi.—Mr. Hodgson. From Madras to Bombay.—Mr. Nixon. From Melbourne to Bombay.—Mr. Mitchell.

ARRIVALS.

May.	Vessels.	Commanders	From.
2	Mudlark (s)	Greig	Glasgow, Mar 25.
3	Leelong (s)	Fraser	Shanghai, Apr 7.
	Lady Dufferin	Fea	Kurrachee, Apr 29.

DEPARTURES.

May.	Vessels.	Commanders.	Destinations.
3	St. George	Hall	Antwerp.
	Chintoo.....	Bolkie	Kurrachee.
	Trentham Hall (s)..	Stewart	Liverpool.

The following vessels obtained their port clearances yesterday :—
Ship Northbrook, Pierce, to Liverpool.
Ship Berteaux, Davis, to Antwerp.

The following vessels were entered out for loading yesterday :—
Steamer Vixen, to Liverpool.
Steamer Zante, to Liverpool.
Ship Cartvale, to Falmouth.

CALCUTTA.

April.	ARRIVALS.		
28	Malda (s)	Sharp	Singapore, Apr 4.
	Umvolf	Reeves	Port Natal, Feb 12.
29	Khiva (s)	Perrins	Southampton, Mar 23.
	Sea Chief	Phillips	Moulmein, Apr 11.
	Epervier	Grady	Mauritius, Mar 24.
April.	DEPARTURES.		
28	Mecca (s)	.....	.....
29	Kogarah (s)	.....	.....
	British Consul	.....	.....
	Compta	.....	.....
	Bates Family	.....	.....
	Sussex	.....	.....

MADRAS.

May.	ARRIVAL.	
1	Goa (s)	Calcutta.
May.	DEPARTURES.	
1	Berhdad (s).....	Rangoon.
	Patna (s)	Calcutta.

DAILY EXPORTS.—MAY 3.

FOR LIVERPOOL.

Persia—24 bales rags, Serabjee Framjee ; 350 bags galls, Morarjee Varsi and Co; 43 bales cott n, Dossa Lalljee ; 103 bales cotton, Bhimjee Shamjee and Co ; 41 bales cotton, Abdoola Moosa ; 16 b le rags, Antola Eswant.
Helen Scott—165 bales cotton, Venechund Joytadass.
Northbrook—145 bags rags, Ballabhdass, Rai B Gobers.
Aldergrove—75 bales cotton, Booth and Co ; 101 bales cotton, Goculdass Khanjee.
Circassian—1,000 bales cotton, Ewart Latham and Co.
Khorasan—200 bales cotton, Nurotumdass Runchordas.
Boadicea s—47 bales cotton, Kikabhoy Thecurdass ; 67 bales cotton, Jairam Dyal ; 100 bales cott n, Heerjee Nageeo.
Kheroneese—300 cwts co r y a n, Madhowjee Ghelli.
Zumbra s—100 bales cotton, Moolji e Jaitha ; 194 bales cotton, Khatow Tudha ; 150 cwts coir yarn, Madhowjee Ghelli.
Spartan s—20 bales wool, Mooljee Ramdas ; 4 bales cotton, Goculdass and Co ; 121 cwts ambatilidee and 258 cwts myrabollams, Ru chordas Toolsedass.
Trinacria s—1 600 b gs wheat, Ralli Brothers ; 25 bales cotton, W and A Graham and Co.
Vixen s—400 bags wheat, Ralli Brothers ; 53 bales cotton, Kessowjee Toolseedass ; 73 bales cotton, Govindji e Doongersey.

FOR LONDON.

Autocrat s—150 bags coffee, James Mackintosh and Co.
Bengal—100 cwts coir yarn, Allimamed Hassum.
Deccan s 1 bundle Bombay cloth, Vemdoola Goolam Mahamed ; 15 cases olbanum, Allana Munjee ; 351 chest tea, Forbes and Co ; 17 cases cur ssoms, Morarjee Hurry and Co ; 5 bales carpets, Rs Pes Order ; 4 bales hides, Peerbhoy Nuthoo ; 6 bales hides and 1 bale skins, V R R M Moorappa Chetty and Co ; 6 bales hides, Hasum Omer ; 5 bales hides, Jumabhoy Jeeraz ; 6 bales hides, Esmail Paradina ; 6 bales hides and 5 cases fishmaws, Nanseebhoy Allarakhia ; 1 case fishmaws and 1 case peacock feathers, Mehrally Dewr ; 4 chests chundrose and 43 cwts mopa teeth, Currimbhoy Hussonbhoy.

FOR HAVRE.

Phineas Pendleton, 600 bags pepper, Vinay and Co.
Bergen s—200 bales cotton, Stearns, Hobart and Co ; 100 bales cotton, Jules Siegfried and Co.
A S D—3,335 bags linseed, Ewart Latham and Co.
Benefactress, 96 cwts horns, George Lockhart and Co.

FOR MARSEILLES.

Conseth s—334 bags coffee, James Mackintosh and Co.

FOR BREMERHAVEN.

Walls Castle—650 bales cotton, Volkart Brothers.

FOR GLASGOW.

Trinacria s—100 tons old iron, W and A Graham and Co.

FOR MALTA.

Deccan s—500 bags wheat, Ralli Brothers.

FOR TRIESTE.

Minerva s—350 bales cotton, George Lockhart and Co ; 500 bales cotton, Gaddum and Co.

FOR FALMOUTH.

Wildmere—600 bales cotton, Gaddum and Co.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.

BOMBAY, 2nd May 1876.

Means of observations taken at 6 a.m., 10 a.m., 2 p.m., 4 p.m. and 10 p.m..

Barometer corrected 32 deg. Fah	29·698
Temperature of the Air	84·9
Wet Bulb Thermometer	78·5
Dew Point	76·2
Relative humidity of Air	·760
Extent of cloudy sky (the whole sky clouded=8).	3·6
Maximum temperature of air (read at 2-30 a.m. on following day)	89·6
Minimum do. do	80·0
General Direction of wind	NW, WNW, NW.
Movement of wind in 24 hours	230

MILITARY INTELLIGENCE.

ARRIVALS.—MAY 2.

Hartigan, Capt, Bombay 5th Regt N L I, on sick leave, from Poona.

MAY 3.

Loudale, Capt. Bengal 17th Regt. on duty, from Deolalee.
Farquharson, Lieut, Bengal 1st Regt, to appear before a Medl Board, fr m Meen Meear.

DEPARTURES.—MAY 2.

Blanshard, Capt, Bombay 15th Regt N I, on leave, from Himalayas.

MAY 3.

Brander, Col, Bengal 5th P Infantry, on sick leave, to England.
Fagan, Capt, Bombay 12th Regt N I, to join, to Dharwar.

GOVERNMENT OF INDIA ORDERS.

(Gazette of India, April 29.)

DEPARTMENT OF REVENUE, AGRICULTURE AND COMMERCE.

MR T H Turner, Asst Curator, is appointed as a temporary arrangement, to act as Curator of the Geological Museum during the absence on l ave of Mr A Tween.

During the absence from Calcutta of the Govr Genl in Council, Col A B Johnson, Depy Secr to the Govt of India, Military Dept, will remain in charge of that por ion of the Office of the Dept of Revenue, Agriculture, and Commerce which is left in Calcutta.

Mr G J Ly ll, Under Secy to the Govt of India in the Dept of Revenue, Agriculture, and Commerce, resumed charge of his office on the afternoon of the 22nd inst. The unexpired portion of the rivilege leave granted to him in Notification No 196, dated the 24th ultimo, is hereby cancelled.

FOREIGN DEPARTMENT.

The services of Col A H Paterson, are replaced at the disposal of the Bengal Govt, with effect from the 25th April 1876.

Mahomed Wahidoolla is appointed to be an Attache to the Agent to the Govr Genl for Central India.

MILITARY DEPARTMENT.

H E the Govr Genl in Coun il is pleased to make the following appointments :—

Capt H T Jones, 81st Foot, Offg Bgde Maj, to be a Bgde Maj on the establishment, in successio to Maj J Harger, resigned, with effect from the 18th Feb 1876.

PUBLIC WORKS DEPARTMENT.

With reference to P W Dept Notification No 228 of 12th May 1875, the services of Mr W C Wackinson, Asst Engr, 1st grade, being no longer required by the Municipality of Bombay he is re-posted to the establishment und r the Director of State Railways.

Mr W J Greer, Engr Apprentice N-W Provinces, Irrigation Branch, is promote to the rank of Ass t Engr, 3rd g ade.

Mr W Moore, Supervisor 1st grade, Hyderabad, is permitted at his own request to resign his appointment in the P W Dept.

Mr F W McNevin is appointed an Accountant, 4th grade, on probation, and posted to the Rajputana State Railway.

With reference to P W Dept Notification No 462, date 29th Oct 1875, Mr S J Picott, Account nt, 1st grade, joined the Office of the Accountant Genl, P W Dept, on the forenoon of the 7th Feb 1876.

Mr L Ward, Accountant, 2nd grade, held the temporary rank of Ass t Controller, 3rd grade, while he performed the duties of Asst Examiner of Guaranteed Railway Accounts, Bombay.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After, packet.
United Kingdom	May 8 ...	5-30 P.M. ...	6-30 P.M.
Kurrachee	,, 5 ...	11 A.M. ...	6 P.M.
Persian Gulf via Kurrachee.	,, 5 ...	11 A.M. ...	1-30 P.M.
China	,, 15 ...	3 P.M.	No after.
Australia	,, 27 ...	3 P.M. ...	packet.
Mauritius and Reunion	,, 8 ...	2-30 P.M. ...	4 P.M.
Zanzibar, &c	,, 8 ...	3-30 P.M. ...	4-30 P.M

QUEENSLAND, SYDNEY AND MELBOURNE, VIA SINGAPORE AND TORRES STRAITS.

Tuesday.....May 15

ZANZIBAR, MOZAMBIQUE, DELAGOA BAY, NATAL AND TABLE BAY *VIA* ADEN.

Monday .....May 8 | Friday.....June 2
,, ...,, 30

MAURITIUS AND REUNION.

Regular Mail.	*Supplemental Mail.*
Monday ..... May 8	Monday ..... May 15
Friday ..... June 2	Friday ..... June 9

The dates of departure from Bombay of the Supplemental Mail for Mauritius and Reunion are in consonance with the Time Table of the Messageries Maritime Company ; but as the French Mail Steamers occasionally leave Aden for the Mauritius before the arrival of the Bombay Overland Mail Steamers, the Indian Postal Department will not be responsible for any delay which the correspondence forwarded by that opportunity may sustain at Aden.

POSTAGE ON LETTERS TO AFRICA.

Under a Treasury Warrant received from Her Majesty's Post Master General, the postage on letters from I dia to Mozambique, Delagoa Bay, Natal, the Cape of Good Hope, the Great Comoro, Mayotta, Nosebe and Mojunga, orwarded via Bombay to Aden and conveyed thence by the British India Steam Navigation Company's and Union Steam ship Company's packets, is increased from 4 annas to 8 annas per half ounce.

Pre-payment in full by this route will continue to be compulsory, and additional postage will be levied on delivery at de tinati n of covers addressed to Mozambique, Delagoa Bay, the Great Comoro, Mayotta, Nosebe and Mojunga.

Le te s can be registered for transmission by this route for Natal and the Cape of Good Hope only, the registration fee being 4 annas per cover.

Packets of New papers, Books and Patterns can be sent by this route to Mozambique, Delagoa Bay, Natal and the Cape of Good Hope, at the rate of 2 annas per every four ounces, prepayment compulsory.

TO CALCUTTA.

Touching at the several Coast Stations.

Mails to Calcutta, and for the several Coast Stations, below Cawar per B. I. S. N. Company's Contract Steamers, will be despatched from Bombay on every Saturday.

The extra Steamer of the B I S N Company despatched from Bombay every Tues ay, will, until further notice be discontinued and Mails for Ratnagiri and Vingorla will be forwarded by the regular Contr ct Steamer leaving on every Saturday.

Registered and ordinary l etters, as well as Book and Sample Packets and Parcels, can be posted up to 11 A.M. at the G. P. O., and late fee letters up to 1-30 on the day of departure of the Steamer, as above shown.

The latest hour for posting at Branch Post Offices is 10-30 A.M

Saturday .....April 11 A.M. 29

MAILS FOR KURRACHEE.

The B. I. S. N. Company's Contract Steamers will be despatched from Bombay to Kurrachee twice in a week, viz., on every Monday and Friday.

11 A.M.	11 A.M.
Friday .....May 5	Monday.....May 8

SURGEON DENTIST,
DR. C. F. KHORY,
(LICENTIATE OF DENTAL SURGERY OF THE ROYAL COLLEGE OF SURGEONS OF ENGLAND),
No. 23, RAMPART ROW.
Above Messrs. Badham and Co., opposite the Floral Fountain
NITROUS OXIDE GAS ADMINISTERED FOR PAINLESS EXTRACTION OF TEETH.

MR. E. M. WALTON,
SURGEON DENTIST,
12, RAMPART ROW.

DOMESTIC OCCURRENCES.

THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

HUDSON—April 27th, at Rajmahal, the wife of J. Hudson, of a son.
NEWLAND—April 28th, at Ahmednagar, the wife of J. Newland, Revenue Survey, of a son.

MARRIAGE.

EDWARDS—FERRIS—April 27th, at St. Peter's, Fort Williamy Calcutta, by the Rev. H. Matthew, Garrison Chaplain, Anthone O'Reilly Edwards, of Motihara, Champaran, to Caroline Fanny, elde t daughter of Lieutenant Colonel W. S. Ferris, late Bengal Army.

DEATHS.

BIRCH—April 25th, at Mo ihari, Elizabeth H lena, the beloved daughter of Apothecary J. Birch, aged 17 years and 4 months.
CUNNINGHAM—April 27th, at Roorkee, N. W. P., Bessie, the beloved wife of Captain Allan Cunningham, R. E.
CLARKSON—April 26th, at the Medical College Hospital, Calcutta, after a long and painful illness, Elizabeth, widow of the late J. O. Clarkson, aged 51 years.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette

THURSDAY, MAY 4, 1876.

SIR JOHN KAYE has not had one advantage which many historians have enjoyed before him—namely, that of being able to make statements without living witnesses rising to contradict them. Gibbon might have said what he pleased about the Antonines, Mr. Disraeli's models of what Emperors ought to be, and nobody was likely to quarrel with him ; and Macaulay could estimate the character of some of England's greatest historical personages without either their ghosts or living representatives calling upon him to prove his facts. We should presume therefore that an historian of the comparatively remote past has a much more comfortable task to perform than the historian of the recent past ; and this is a generalisation with which Sir John Kaye is already making acquaintance. In his last volume of the Sepoy War he treated of subjects which, unhappily, were in many places overshadowed by death ; but death was not omnipresent, and there are still alive men who played an active part during the Mutiny of 1857 and were, besides, well acquainted with the deeds of many comrades who either fell in these dark days or have since succumbed to the great destroyer. Sir John was rather, venturesome therefore, when he aspersed the character of certain Englishmen whose names—at all events, in India—are household words, and many of whose contemporaries are still alive. It was not to be expected that when he reviled the memory of Hodson, who shot down at Delhi the brood of the last Mogul Emperor under circumstances which attract the admiration of the coldest imagination, the defamation would be permitted to pass in silence, and hence arose those indignant protests against the historian of the Mutiny which appeared in the columns of the English and Indian journals. Nor was it to be expected that his attempt to whitewash Holkar at the expense of Sir Henry Durand would pass unnoticed. Even his estimate of the conduct of the 1st Bombay Lancers at Nusseerabad has been questioned, and it has been reasonably asked how his charges against that corps can be considered consistent with the order which the Governor in Council issued from Bombay Castle on the 1st July 1857, which referred to the gallantry and chivalry they displayed during an emergency when, according to the historian, their conduct was all that was unbecoming good and faithful soldiers of the British Government. Hodson's memory has been amply vindicated not only by his friends but by the simple testimony of his deeds ; the conduct of the Lancers has been honoured by the testimony of the Government they served ; and partly by our own efforts, but chiefly, we acknowledge, by a masterly article upon "Central India in 1857" which appears in the last number of the *Calcutta Review*, there is little fear that the fame of Sir Henry Durand's character will pass down to posterity tainted by the aspersion of cowardice and malice which Sir John has cast upon it—that is, cowardice in quitting Indore Residency before there was occasion to do so, and malice, because he believed on strong *prima facie* evidence that Holkar himself was implicated deeply in the deeds of the Mutiny. It were to be wished that the vindication of Sir Henry Durand in the *Calcutta Review* had been penned by another than his son ; but relative or no relative of Sir Henry, the facts set forth in the article are cogent enough to demand consideration on no other merits than their own.

The tension of affairs all over Central India in 1857 was something remarkable, and it is wonderful how the British Government did not lose their hold altogether in that part of their dominions. If the Mahrattas had been the soldiers they were in the days of old, before they were spoiled by the softening life of peace they had been compelled to lead after the deposition of Bajee Rao, the last of the Peishwas, it is doubtful whether H. R. H. the Prince of Wales would have had the opportunity the other day of visiting the Maharaja of Indore as a friend. When, in the beginning of the hot weather of 1857, Sir Robert Hamilton, Holkar's and Sir John Kaye's great friend, dropped for a time the reins of Governor General's Agent in Central India, Colonel Durand stepped into the vacant place. His head-quarters were at Indore, and the territory under his charge stretched east and west from a point about fifty miles east of Baroda to Rewah, which lies immediately to the south of Benares, and north and south from the Nerbudda to the most northerly point of Scindia's dominions, on the Chumbul river. The force he had to rely on was composed partly of Regulars and partly of the Contingents of the States under the Agency, and probably it was this fortunate mixture of Regulars and Contingents that saved us from losing Central India, for Colonel Durand, by playing off one set of men against the other, was able to postpone the outbreak for several days and to weaken it when it ultimately took place. At Mhow the Regular troops were stationed—the 23rd Bengal Native Infantry, a Wing of the 1st Cavalry, and a European Battery under Major Hungerford. In Indore there were a detachment of the Malwa Contingent (200 strong), which guarded the Treasury and other public buildings, and a force of all arms belonging to Holkar. At Sehore were the head-quarters of the Bhopal Contingent. In Goonah, Seepree, and Gwalior there were portions of the Gwalior Contingent, which altogether numbered over 8,000 men. Thus the only European troops in Central India were a handful in Mhow ; and from the 14th May, when the news arrived in Central India of the catastrophes at Meerut and Delhi, Mhow was the place which was most anxiously watched by Colonel Durand. He sent out to the right and left for help ; but he knew he could not receive reinforcements before the 20th. The intervening time was full of painful anxiety, and there is now little doubt about the fact that the Mhow troops would have risen in rebellion immediately after receiving news from Delhi if they had not been doubtful about the state of mind of the Contingent and Holkar's own troops at Indore. By the 20th, while the Mhow troops were still wavering, the Bheel Corps (270 strong) from Sirdarpore, the Bhopal Contingent Infantry with two guns, and two troops of Bhopal Contingent Cavalry, mostly Sikhs, arrived in Indore. By the 23rd the European officers in the garrison at Mhow had lost all confidence in their men, who openly showed signs of rebellion. Nothing could be done. All that Colonel Durand was able to do was to exhort these officers to show no alarm and not to alarm their men—no easy matter to do when the smoke of the coming conflagration was appearing above ground in every direction. At this time the tension must have been terribly severe. But soon all doubt was put to an end. On the 31st May, it was known that emissaries from the 23rd Regiment at Mhow had been tampering with the Bhopal Contingent ; on the 1st June Colonel Durand learned that the Nus seerabad troops had risen and marched to join the rebels at Delhi ; five days later the troops at Neemuch revolted ; on the 8th, the Malwa Contingent murdered their officers, and shortly afterwards the troops at Jhansie rose and massacred every European they could find ; and on the 14th the Gwalior Contingent revolted in Goonah, Seepree, and Gwalior, and seized Scindia's capital. As thousands of the troops that had thus risen in arms throughout Central India had friends and relations among Holkar's troops and the native soldiers in the Mhow garrison, a revolt both in Mhow and Indore could at most be only a question of a few hours. About the 20th the news obtained circulation that Major General Woodburn was moving upon Central India from Bombay with a large force, and this kept the gathering storm from breaking for a few days. But soon came the news about the Bombay force being compelled to turn aside to Aurungabad to punish the 1st Nizam's Cavalry which had mutinied there, and then the Mhow and Indore troops felt that the outbreak they had long wished to make could now be made with impunity. On the 1st July, the storm broke. Mr. Durand says that his father was in the act of compiling a telegram for Lord Elphinstone, so that the latest news from Delhi might reach England by the Bombay steamer of the 1st July, when a chuprasee rushed into the room and reported that there was a great commotion in the bazaar. He went to see what was the matter, and as he stepped out upon the Residency steps Holkar's guns opened fire upon the Residency and sent a shower of grape into the Bhopal Contingent, which instantly became panic-stricken. Their Colonel, Travers, charged upon the guns, and called upon his men to follow him ; but his daring deed was followed by only five faithful Sikhs, and the rush which might have carried the guns was a failure. Holkar's cavalry, and the two regiments of infantry belonging to Holkar's troops which had been posted to protect the Residency, went to the support of the gunners. The Contingent Cavalry refused to answer Colonel Durand's exhortations to fight the mutineers ; some of them fled along the road to Sehore, and some assembled behind the Residency in a use less group. The Contingent infantry were no better. The Bhopal infantry turned their muskets upon their European officers, who had to leave the ground ; the Mehidpore infantry refused to obey orders and stood aloof. The Bheels would not fight, and were so c

SPECIAL TELEGRAMS FOR THE BOMBAY GAZETTE.

THE KHELAT EXPEDITION.

LAHORE, 3RD MAY.

Advices from Major Sandeman's camp, dated 23rd April, state that cholera has entirely disappeared from the force. The rumour that the Khan's commandant has deserted with his troops is unfounded; the Khan's Wuzeer, Atta Mahomed, has escaped from imprisonment.

[REUTER'S TELEGRAMS.]

THE VICEROY'S COUNCIL.

SIMLA, 3RD MAY.

The Viceroy's Legislative Council will not commence its meetings probably for another month.

THE KOHAT FRONTIER.

The latest news from the Kohat border reports that everything is quiet.

THE ROYAL TITLES BILL.

LONDON, 2ND MAY.

In the House of Commons this evening, replying to a question of Mr. James, the Chancellor of the Exchequer said that the Proclamation covered the pledge made by Her Majesty's Government.

Mr. Disraeli, in answer to Sir Charles Dilke, said that the employment of the Imperial Title would be necessary for Commissioners to officers in the Army on account of the employment troops in India, otherwise the Proclamation completely covers all the exceptions enumerated in Mr. V. Harcourt's question of 3rd April.

In the House of Lords, the Lord Chancellor refused (?) Lord Selborne's charge that the Proclamation in any way violated a solemn pledge made to localize the title.

ORDER OF KNIGHTHOOD.

The Queen has been pleased to confer the Grand Cross of the Order of St. Michael and St. George on H. H. the Maharaja of Johore.

MR DISRAELI AND MR. LOWE.

LONDON, 3RD MAY.

Mr. Disraeli in the name of the Queen denies the assertion of Mr. Lowe that two of Her Majesty's former Ministers were ever requested to propose a new title for Her Majesty.

THE GERMAN RAILWAYS.

BERLIN, 3RD MAY.

Prince Bismarck's scheme for transferring the German Railways to the Empire has been duly voted in the Reichstag.

LONDON, 2ND MAY.

The Liverpool Cotton Market to-day closed steady. Surats steady.

The London Cotton Market to-day closed steady.

Fair Dhollera..... 4 7/16d

Piece Goods—In the Manchester Market has been very dull.

7 lbs. Shirtings ..... 6 4¼.

8¼ lbs. do. 7-4¾

40's. Mule Twist ..... 0-10¾.

Payment into the Bank of England.. £284,000.

Bar Silver ..... 53⅛d.

5 per cent. French Rentes ..... 101¼d.

WEATHER REPORTS.—3RD MAY.

CANNANORE, 5 P. M., weather clear, wind strong N. W., thermometer 87.

CARWAR, 5 P. M., weather fine, wind S., thermometer 86, barometer 29·95.

MANGALORE, 4.32 P.M., weather fine, wind strong breeze N. W., thermometer max. 87, min. 81, W. B. 83, barometer 29·75, fall of rain 2 cents.

TUTICORIN, 5 P. M., weather cloudy, wind S. E., thermometer 88, barometer 29·76.

VINGORLA, 5-25 P. M., weather clear, wind strong S. W., thermometer 94.

We have been requested to contradict, on the best authority, the statement made last week in our columns by "One who knows," that Mr T. C. Hope was concerned in "hatching" the Revenue Jurisdiction Bills. The suggestion, or assertion, that Mr. Hope was one of the authors of the Bill is, we are assured, "absolutely untrue."

The little monsoon made its appearance on Monday morning, the 24th April, the *Ceylon Times* tells us, coming up in a fitful squall from the sea and breaking over Colombo with considerable violence.

A new Chinese giant arrived at Shanghai on the 5th April, per steamer Shingking, from Chefoo, who is taller than even Chang. He measures seven feet four inches and weighs 340 lbs. It is not intended to exhibit him in Shanghai, the *Celestial Empire* says, but he will proceed shortly to America for that purpose.

A European driver, named John Stephens, in charge of a down goods train, arrived at Ranegunge about one o'clock on Friday morning, and had to wait there for the passenger train, which left Howrah at 6-45 P.M. on Thursday, to pass. Being tired, he appears to have laid down on the up line and gone to sleep, and the passenger train ran over him, severing his head from his body.

The *Madras Times* hears from Secunderabad that Major Pickering, lately commanding the Heavy Battery there (No. R. A.), died unexpectedly on the night of Friday last, the 28th ult., the cause of death being heat apoplexy. He was about to be invalided to England, his health having completely broken down of late. It is only a few weeks since the Commander-in-Chief ordered a special medical board to assemble and report on the deceased officer's state of health and physical efficiency.

The *Bangalore Examiner* has set a very worthy example to Mofussil journals. A month ago the *Examiner* was made a daily paper; and the success which appears to have attended the spirited venture has emboldened the proprietor to make an arrangement with Reuter for his daily telegrams from London and different parts of India, which will in future be published at Bangalore at the same time as in the Presidency cities. Thus Bangalore is brought three or four days nearer than before to the great centres of civilization, and "progress" makes another step in advance.

The treaty between Japan and Corea has been published. The independence of Corea is recognised, an Envoy is to be sent from Japan within fifteen months from the signing of the treaty, two ports will be opened for trade, tribute vessels no longer to be sent, and, in short the people of the two countries are to exist on friendly terms with each other. To celebrate the peaceful and happy termination of the Corean difficulty, the Government at Yokohama has, we learn from the *Japan Mail* of March 25, invited the representatives of the various foreign powers to a banquet at the Imperial Palace at Shiba, Yeddo.

From the accounts of the trade and Navigation of British India for the first eleven months of the past financial year, we see that, as compared with the same period of 1874-75, the total value of imports, excluding treasure, was Rs. 34,47,16,405 as against Rs. 32,20,14,221, and that of exports Rs. 51,98,11,296 as against Rs. 49,58,85,952. The value of treasure imported was Rs. 4,48,68,543 as against Rs. 7,48,47,668, and of that exported Rs. 2,67,02,223 as against Rs. 1,50,19,523. The gross amount of import duty collected was Rs. 3,91,11,378, as against Rs. 4,01,42,708, and of export duty Rs. 59,58,923 as against Rs. 50,73,347. The value of merchandise imported *via* the Suez Canal was Rs. 24,15,94,837, and of that exported by the same route Rs. 19,28,67,511.

The Pinang-Madras cable is still unrepaired, but the steamer Agnes, Captain Worsley, returned to Singapore on the 16th April from looking after the Port Darwin Cable and left the next day to find out the fault. In connection with this the *Straits Times* mentions that, in a short time, Singapore will be independent of the Pinang-Madras cable, because the Siamese Government is hard at work, connecting the Burmah telegraph line with Bankok, and thence to Pinang. Therefore shortly there will be two lines connecting the Home country with the Straits Settlements, one by land and the other by cable. This will make that Colony independent of the cable and Siberian lines, which have been more or less interrupted during the last fortnight, although the latter is now in working order.

The *Pioneer*, in remarking on the Saugor barracks case, makes the mistake of attributing the censures passed on Major Faber, together with others, to Lord Mayo, whereas it is to Lord Northbrook that the severe resolution is due which was passed by his Government and published in the *Gazette of India* on the 2nd November 1872. The *Pioneer's* explanation of the restoration of Major Faber is as follows:—Lord Napier of Magdala, indeed, is said to have observed that the barracks would stand till the Russians came to knock them down; a playful way of putting his conviction of their safety in spite of cracks. But it is rather to the course of time and personal merit, than to the unexpected stability of defective walls, that Major Faber, R. E., who was reduced for his share in the work from the 1st to the 4th grade, will owe the restoration to his original rank, which, we understand, is in contemplation.

A correspondent of the Calcutta *Daily News*, writing from Kohat, on the 25th April, says:—"The Afreedees show no signs of submission, or of coming to terms. On the contrary, they have attempted to repulse our troops sent to cut the crops at the foot of the hills. Five men of the 20th P. N. I. were either killed or wounded, and Dr. Smith, R. H. A., wounded in the chest, but not dangerously. H. M.'s 9th Regiment at Rawul Pindee have received orders to hold themselves in readiness to march at the shortest notice. And the 17th Regiment, which were on their way to Kooldunnah, near Murree, have been halted. The 20th P. N. I., I hear, were recruited at or near Kohat, and it seems rather a dangerous policy to employ them against their brethren, but as there does not appear to be any disaffection among them, the rising of the Afreedees in the Kohat hills does not seem to point to a more widespread disturbance on the frontier.

The Assistant Magistrate of Allygurh lately delivered so very extraordinary a judgment that Sir John Strachey, the Lieutenant-Governor, rebuked him severely for "bringing the administration of justice into contempt," and that His Honour was fully justified in what he has done is clear enough from the following copy of the judgment referred to:—"Pachua is hereby charged with having, on the 11th January, followed the court on its rising, and while said court was in the act of mounting its buggy, came from behind, and seizing the court's dangling leg, the other foot being on the step, forcibly pulled back the court, frightened the horse, and nearly caused an accident. The reason alleged for this by accused is that he wanted to hear the result of an application of his. The practice by petitioners of pulling the courts by the legs is one which should be discouraged. Accused only says he is a poor man, admitting the truth of the complaint. He is sentenced to one month's rig orous imprisonment."

The London correspondent of a Calcutta paper supplies the following information about the will of the late John Forster:—"An abstract has just been published of the will of the late John Forster, the biographer of Oliver Goldsmith and of Charles Dickens. He nominates the new Governor-General of India one of his executors, the others being Mr. Chitty, Q.C., and the Rev. Whitwell Elwin, the Editor of *Pope* and ex editor of the *Quarterly Review*. The bequests of his library, &c., to the South Kensington Museum was made known after his death. The bulk of his property, sworn under £30,000, pretty well for a man of letters, is bequeathed to his wife, the widow of Colburn, the publisher, and not, as was once absurdly reported, to Lord Lytton. To the three executors, however, he leaves all his copyrights, and to Lord Lytton specifically Maclise's painting of Caxton, showing the first printing-press to Edward IV., which, he hopes, will be permitted to remain at Knebworth as an heir-loom. To his old friend, Thomas Carlyle, he bequeathes the gold repeater watch which was bequeathed to himself by Charles Dickens."

The Department of Revenue, Agriculture, and Commerce reports on the state of the season and prospects of the crops for the week ending the 27th April 1876, that slight rain is reported from the Kistna, Kurnool, Tanjore, and Madura districts of Madras. No rain has fallen in Bombay, except at Dharwar, and a shower at Sholapore: no crops remain on the ground. In Sind the river is rising. No rain is reported from the Central Provinces (where the harvest has closed with an excellent outturn), Berar, Rajpootana, or Central India. In Bengal moderate rain has fallen in most of the Eastern and Central districts and in Balasore: none in Behar, the Bhagalpore Division, Chota Nagpore, or other districts of Orissa: the harvesting of the *Boro* rice and preparations for the early rice sowings continue. No rain is reported from the North-Western Provinces, Oudh, or the Punjab, except at Peshawur. The harvest is proceeding in all three provinces with a good outturn. Rain has fallen in Assam, more being still wanted in the upper districts. None is reported from Mysore, where want of drinking water is much felt: showers have fallen in Coorg. No rain is announced from British Burma.

We quoted a statement a fortnight ago from the *Penang Gazette*, that 4,000 Pahang warriors had crossed over to invade Sunghie Ujong. The *Straits Times*, received by the China mail steamer yesterday, says:—"Upon the face of them these rumours were absurd and incredible, but H. E. the Governor, in the absence of reliable information, wisely considered it advisable to proceed in person to Malacca, and accordingly left in H. M. S. Modeste, Captain Bullor, on the morning of Saturday, the 8th April, preceded by H. M. S. Ringdove with 50 men of H. M. 80th Regiment. His Excellency returned with the two men-of-war on the Tuesday following. The disturbances consisted merely of a simultaneous attack upon the police stations in Moar, Jompole and Sri Menanti by a band of nameless robbers and plunderers, who fled without hardly firing a shot upon the approach of a small detachment of English soldiers. There is no reason for connecting the Bandahara of Pahang with these marauders, but the case is different as regards the chiefs of the country. The police were undisciplined and without European leaders, or they might easily have beaten their assailants back, as indeed was done by the men stationed at the Sri Menanti Police Station. Measures have been taken for scouring the country, and effectually putting an end to any further raids of a similar character."

The *Pioneer*:—There is every probability of the Supreme Government permitting the present ministers at Patiala to carry on the administration of the State, as they have heretofore done, without the assistance of a British official. Our reason for supposing this is based on the request made by the three Phulkian Chiefs (Patiala, Nabha, and Jhind) to the Government of India in 1858, which received favourable consideration, and was ultimately acceded to. The following are the terms of it. That in case of a minority in any one of the three houses, a council of regency, formed of three of the old and trusted ministers of the State, should be appointed by the British Agent in consultation with the two other Phulkian Chiefs; but that all strangers and relatives of the minor should be excluded from the council. Khalifa Mahomed Husun, the prime minister who has been the mainstay of the State for the last six years, and the chief mover in all the improvements that have been carried out, will doubtless be made president of the council of regency, as we believe that the Punjab Government has great confidence in his ability and integrity. There are four other chief ministers; the two other members, will most likely be selected from these, or else two will take it in turn to sit with the president in council. The Government of the Punjab is, we believe, adverse to sending a British resident to administer the State. We ourselves see no reason why such a course should be carried out. There is every prospect, indeed, that if the present ministry is backed up by the Government, they will do the best in their power to keep up their good name and that of the Patialla State. They will be put on their mettle, as they well know what would result from mismanagement. If they continue to carry on their duties as efficiently as they did during the late Maharajah's lifetime, the State will flourish, and remain as heretofore the most civilized in Northern India.

According to the latest news from Perak, the country was all quiet, and some of the rebels, notably the Kota Lama Chief and followers, were showing symptoms of submission. The *Straits Times* of April 20 tells us that there are bad reports current of the tyrannical proceedings of Yusuf, the Rajah Muda and heir-apparent to the throne. An opportunity for inspecting the *Regalia* of Perak was afforded to the public of Singapore on the 7th April, when the whole paraphernalia was laid out on the Council table. The result was disappointment, the whole to look at making no great show, and being pronounced to be valued at a lac of dollars. There is no crown or *Makhota*, as the Malays call it, and the question is what has become of it, if such an article existed, of which nobody seems to be sure. Queen's Commissioners have been at last appointed to Perak in the persons of Mr. J. G. Davidson, Resident in Salangore, and Mr. W. B. F. Paul as his Assistant. These appointments were gazetted last week; but according to later advices, however, Mr. Davidson has not been able to take up his appointment, and is now laid up sick in Malacca and probably will have to go home. Both appointments have been viewed with much satisfaction as indicative that the Secretary of State has at last made up his mind to follow the dictates of common sense, if not necessity. Great allowance is of course made for Lord Carnarvon's home difficulties, all the more because his general colonial policy commends itself to the hearty approval of all colonists, but it is nevertheless the fact that the delay and indecision in this Perak business has done, and is doing immense harm. It is a very small affair after all, and why there should be such hesitation, or why the unanimous opinions of the Governor, his advisers, and all men of local experience should be set aside for the theoretical ideas of would-be philanthropists passes all comprehension.

A Native trader, who arrived at Penang from Acheen about 20th April, brings important intelligence from the "Seat of War." He affirms, the *Penang Gazette* says, that about the early part of April, there was a serious engagement between the Dutch and Achinese forces, at a place nearly 5 miles distant from the Kraton. The Achinese came from the *Gunongs* in great numbers—some say 16,000 men—and were determined at all hazards, to resist the enemy, to the utmost of the means at their disposal. Syed Abdulrahman—that wonderful individual—who it is apparent made good use of his visit to the Crescent City, had improved in his wisdom during his sojourn thither. Like the fabled magician of the "Arabian Nights," he wafted his "airy flight" from Penang to Acheen in the "twinkling an eye," although surrounded by the guards of his *vigilant* enemies. Since his arrival there, he had collected a large band of followers from different parts of Sumatra, and were, by last accounts, still engaged in procuring more people to replace those who had fallen in battle. Those Chiefs who are noted for their bravery, have taken the command of the Achinese forces, and while unfurling the "Green Standard," dedicated it to Nabbee Muhammud. "War to the knife," is now the rallying cry of the desperate Achinese. Panglimah Tibang Mahomed, whose name has been rendered famous for the part, as it is alleged, he took in entering into a secret written engagement with the Dutch, (which was the main cause of the present Dutch invasion), the same Tibang, who our readers will recollect, was presented to the Duke of Edinburgh at the levee held by H. R. H. here in 1869, is still alive, and so is Tunku Choo Lateh, the Achinese Admiral. They, in conjunction with other nobles, are actively engaged in summoning adherents to support the cause of the Achinese nation. Our informant adds, that it was reported, generally, at Acheen that General Pel expired suddenly on the field of battle, but whether from human hands or *Visitationi Dei* deponent knoweth not. Last month, the Dutch were encamped near Ghighen, which place 15 days ago, was retaken by the Achinese. The Head Quarters of the latter, is at present at Tee Pin Wan and Pakan Lan Bahroo. The Achinese are confident they would become victorious and that those places which were recently added to the Dutch possessions, would be retaken by them.

The *Englishman*, in an article on the proposals made by writers at home, who follow the confident remarks of the *Times*, "that the time had now arrived when the leaders of Indian life should be associated with the practical work of administration," observes that:—"Were we, as a nation, governing India for the sake only of the higher and wealthier class of natives, there is no doubt that they would be much more contented, and would better appreciate our rule if the best appointments in the administration could be assigned to them. But as long as our rule exists for the millions in this land of all classes, creeds, and degrees of rank; as long as our aim is to give the people the benefits of a comprehensive and beneficent legislation, and the results of Western civilization; to promote the well-being of the majority by the preservation of law, order, and impartial justice; so long will a distinct training and special education of higher excellence be essential for those who are to occupy official positions of trust and importance. The argument, too, is untenable that, were Natives of distinction appointed to the highest posts under Government, the mere fact of occupying them would act on them as a magic spell, would inspire them with every imaginable virtue and qualification. Unfortunately, past experience has not shown this universally to be the case. Of the intellectual qualities of the higher class of Native gentlemen there is no doubt; but many of them, and we say it with regret, are wanting in qualities which are absolutely requisite for good government—stability of purpose, resolution, and unswerving independence of character. Nor is it by any means so certain that such appointments would be generally popular in the country. From the reports of the highest authorities, we find that, instead of the Europeans, it is the lower class of Natives, the peasantry themselves, who in many cases protest against having any but a European placed over them, and entreat, and often insist that one should be sent them, rather than one of their own countrymen. This can only be accounted for by the fact that, with all his faults and shortcomings, his brusqueric and arrogance of manner, and irritability of temper, there is, at the same time, a sense of rigid justice, of uncompromising truth and reliability, in the Anglo-Saxon of the best type, which leads a simple people to trust him in the end, however vexatious his rule may be occasionally felt. If Native gentlemen would but cultivate in their sons more of the earnestness of purpose, singleness of mind, and unflinching devotion to duty, which have been the characteristics of the great rulers of every age and clime, they would then see them equally fitted, and in many respects better qualified, to enter the ranks of that service which is open 'to all the talents,' and has been long adorned by men of distinction of whom any country might be justly proud."

BOMBAY.

The Vehar Lake.—The height of water in the Vehar Lake, for the week ending Saturday, 29th April, was 49 feet and 2 tenths. In the corresponding week last year it was 49 feet.

Cruelty to Animals.—A cart-driver, named Tookaram Succaram, was yesterday fined Rs. 3 by Mr. Nana Morojee, at the Fort Police Court, for cruelly torturing his bullock at Dhongree, charged at the instance of Mr. R. Nutty, an agent of the Society for the Prevention of Cruelty to Animals.

Committed to the Sessions.—Yesterday, at the Girgaum Police Court, a Sikh, named Davasing Carrumsing, was committed by Mr. Dossbhoy Framjee to take his trial at the next Criminal Sessions of the High Court, on a charge of stealing a gold neck ornament, valued at Rs. 90, from the pocket of Jairam Manockjee whilst travelling in a G. I. P. Railway carriage on the 2nd instant between Dadur and Sion station of that company.

The Case of Manslaughter.—At the adjourned inquest held yesterday at the Coroner's Office, Fort, into the circumstances connected with the death of Bablia Rama, the jury upon the evidence adduced returned the following verdict:—"That the death of the deceased was caused by rupture of the heart, the result of his having been stamped upon by Wittoo Bhewjee under such circumstances that the act of Wittoo Bhewjee was culpable homicide not amounting to murder."

The late Proprietor of the "Indu Prakash"—Mr. Vishnu Parashuram Shastri Pundit, late proprietor of the *Indu Prakash*, was, we believe, one of the earliest and most strenuous supporters of the re-marriage of Hindu widows, and to do that some years ago required a good deal of courage. The case of the late Mr. Moroba Canoba may be referred to as an illustration of the consequences of acting against the prevailing prejudices of the Hindoos. The difficulties are not so great now as they were only a few years ago in the way of these marriages, and many of them have since taken place. Mr. Vishnu Parashuram also took an active part in reforming the customs of the Hindoos; an object he could carry out as he was the Mahrattee editor of the *Indu Prakash*. He was, we believe, between 50 and 60 years of age.

"A Graceful Acknowledgment."—What has become of the Poona Town Hall? There will soon be a gathering of the Sirdars to meet Mr. Nowrham, the Agent for Sirdars in the Deccan, on the occasion of Her Majesty the Empress of India's birth-day. Would it not be a graceful acknowledgment of Her Majesty's assumption of the Indian title to resolve that the Town Hall should be erected this year in honour of that event, together with the visit of His Royal Highness the Prince of Wales to India?—*Deccan Herald.*

Khandalla.—We hear from Khandalla that the weather all along the Ghaut has been very unsettled for several days. There have been storms though not of a very severe character; everywhere the scantiness of the rain is complained of. Never was there a season in which rain did not fallat least along the Ghauts, before the 1st May. The mangoes are expected to be a poor crop this season. By this time the trees about Khandalla used to be laden with mangoes; this season the crop is very meagre indeed, and, unless rain comes now, the few that there are will be lost.—*Id.*

The effects of a Stuffy Police Court.—We are gladto state that Dr. Fraser, our Railway Magistrate, is now so much better that he has been ordered to Bombay by the mail train which leaves to-day. After such a heavy attack of fever, it is well known that a change to Bombay is sure to be benefical. We hope that something will be done to give the Railway Magistrate a good office. During some of the days before the Doctor's attack we had occasion to be in office, and could hardly stand the heat and smell caused by so large a number of natives being crowded under such a low roof. We do not understand how the Doctor has kept his health so long. We have heard that the late Mr. Claude Bell refused to take the office as his and so it was handed over to the Railway Magistrate. We must again urge that the Railway Magistrate—so hard working an officer—may have a new office without delay; the air in his present office is poisonous.—*Id.*

SMALL-POX IN BOMBAY.

The number of small-pox patients under treatment yesterday morning in the several hospitals and the number of admissions, discharges and deaths in each hospital from Tuesday morning to yesterday morning was as follows:—At the J. J. Hospital, 4 under treatment, no admissions, no discharges and no deaths. At the Goculdas Tejpal Hospital, 1 under treatment, no admissions, no discharges and no deaths. At the European General Hospital, 6 under treatment, no admissions, 2 discharges and no deaths.

At the following Municipal small-pox hospitals there were yesterday at the Moody Bay 3, Arthur Road 1, and at Camatesepoora 4 patients under treatment. The total number of deaths registered yesterday was 12, of whom 11 were Hindoos and 1 Mahomedan. These deaths occurred in the following localities:—Colaba, 3; Market, 1; Madvie, 2; Chunkla, 1; Mazagon, 1; Byculla, 2; Parell, 1; and Worlee, 1.

INSOLVENT DEBTORS' COURT.

The Hon. Mr. Justice Green presided at a regular sitting of the Court yesterday, when the following among other matters were heard:—

RE L. A. BLASCHECK.

Mr. Starling for the insolvent moved for a rule *nisi* for a final discharge under section 60 of the Act. The application was granted.

RE ROBERT ANGUS.

On Mr. Purcell's application, an interim order was granted to the insolvent for six months, as most of the creditors resided in England.

RE HENRY WILLIAMS AND MRS. MARY ANN FORD OF THE "STAR COMPANY."

The insolvents, who are or were connected with the dramatic company now performing at the Fort Theatre, filed their schedule last Saturday with liabilities amounting to Rs. 2,283. The creditors are for the greater part proprietors of newspapers, hotel-keepers, and petty tradesmen. Both insolvents appeared in person and applied for an interim order, which was granted for four months.

RE WILLIAM ARTHUR HURST.

The insolvent, whose liabilities amount to Rs. 6,338, with Rs. 2,300 worth of good assets, applied in person for an extension of the interim order. An order was granted for three months more.

RE RAMCHUNDER SOONDERJEE.

Mr. Dhurunder, on behalf of the insolvent, applied for leave to serve notices, which was granted.

RE RUTTONSEY CULLIANJEE AND OTHERS.

Mr. Purcell for the insolvent applied for an interim order. Mr. Starling opposed the application on the ground of concealment of property. Mr. Purcell argued that his learned friend had no *locus standi*, as no grounds of opposition had been filed. The Commissioner said he could not hear Mr. Starling, and an interim order was granted for three months.

RE SORABJEE JEEJEEBHOY.

Mr. Ardasir Kapadia, on behalf of the insolvent, applied for an interim order for six months, as several of the creditors resided in England. The application was granted.

RE HAJEE HASUM HAJEE MEETHA

Mr. Telang applied for the insolvent for an extension of time to file the schedule. Two months' time was granted.

RE LALLJEE NURPUT.

The insolvent's petition was dismissed last month. On Mr. Telang's application on his behalf, leave was granted to file a fresh petition, insolvent being now confined in jail.

DISCHARGES.

In the course of the day, discharges were granted to several insolvents, whose names and liabilities are as follow:—Govind Naraven, a cloth dealer, Rs. 1,940. Pestonjee Muncherjee Wadia, a merchant, Rs. 96,300. CowasjeeNusserwanjeeAudhiarco, a merchant, Rs. 1,03,356. Justinisno F. Couto, a merchant, Rs. 604. Madhowjee Govindjee, a hay-dealer, Rs. 1,510. Kassidas Jaikissondas, a broker, Rs. 523. Cooverjee Shapoorjee Shroff, a broker, Rs. 586. Pestonjee Muncherjee Daroowalla, a farmer, Rs. 9,990. Vussonjee Premchund, a merchant, Rs. 11,918. Mothabhoy Saudikarjee, a writer, Rs. 1,463. Bhai Ballajee, a coppersmith, Rs. 6,845. Arjoon Doorjee, liquor seller, Rs. 1,815. Bullakeedas Heerachund, a jelly-broker, Rs. 931. Dossbhoy Eduljee, Rs. 1,100. Francis Netto, a saddler, Rs. 544. Ratoo Jaivant, a labourer, Rs. 1,477.

Here is a soliloquy of a Parisian inebriate, addressed to his hat, which had fallen off. It was overheard one night on the Boulevards: "If I pick you up, I fall; if I fall you will not pick me up—then I leave you;" and he staggered proudly away.

GOVERNMENT AND THE PRESS.

(*Friend of India.*)

One of the advantages which India expects to derive from the accession of a new Viceroy, the expectation being strengthened by the fact that Lord Lytton is not only a friend of literature but himself a literary man of some distinction, is a more liberal and enlightened attitude on the part of the Government of India towards the newspaper press. Under the late regime their legitimate influence was denied both to the Anglo-Indian and the Vernacular Press, and, what is a still graver charge against the Government of Lord Northbrook, his policy though adverse, was neither strong nor impartial, but so weakly and narrowly injudicious that while he intensified the bitterness of opposition, he did more to demoralize the press of India than any of his predecessors since its enfranchisement. There is evidence to show that during his administration many of the vernacular papers have become bitter and spiteful towards the English and the English rule to a degree that is almost reasonable, while, especially during the latter part of it, the Anglo-Indian press has in many cases carried opposition almost to fierce hostility. At the same time, the support of one powerful organ has been courted and won, and its influence used in a manner so unscrupulous and mischievous that the integrity and manliness of English rule and English character have been in danger of being seriously called in question.

It was a remarkable inconsistency in Lord Northbrook's character as Viceroy, that he was at once a staunch and liberal friend to education and a tyrant and corrupter of the public press. The inconsistency, if not singular, is certainly striking. The principles which induce a ruler to foster liberal education among a people, and feed them with the fruits of true knowledge, if fairly carried out, should lead to a frank and liberal encouragement of one of the most powerful agents in the education of a nation, a free, healthy, and out-spoken newspress. It is both a powerful educator and an excellent index of the stage which true education has reached.

But to serve these purposes it must have perfect liberty so long as it does not run it to the detriment of just laws and stable government, and it must above all things be preserved as far as possible from dishonesty and corruption. Lord Northbrook would doubtless have admitted in theory the truth of what we have said. Had any one predicted before he left England that he would lay himself open to such charges as are now brought against him from all sides, charges of gagging and demoralizing to the utmost of his power the newspaper press of a great empire, he would have been ready to exclaim like the ancient Syrian 'Am I a dog, that I should do this thing?' But when the excellent subordinate of a free, constitutional government found himself elevated to be the weak head of a mighty despotism, he sought to strengthen his Government and shield it from attack by means which he would formerly have condemned, and which future reflection under English skies and at an elevation better suited to his mental constitution may lead him to condemn again. Meanwhile the most that can be said in palliation of his treatment of the Indian Press is that he might have acted more nobly had he been less in the hands of mischievous advisers. This is not a defence of his attitude and perhaps hardly a palliation. But the fact may be mentioned, and allowed whatever weight it may be supposed to possess, that the attitude of his Government towards the press was shaped more by his private secretary and some officials who surrounded him than by his own independent action. It is indeed probable that some of the more objectionable relations established between his Government and certain organs of opinion were not originated, but only consented to, by Lord Northbrook. The great defect in his character does not seem to have been a want of amiable intentions or even of soundness of judgment, but of the magnanimity befitting his high office, and these defect left him largely in the hands of men less enlightened and scrupulous than himself.

If the attitude of the late Government towards the vernacular press was morally weak and mischievously injudicious, it is difficult to characterize in sober language its treatment of the Anglo-Indian press. It was marked by fear and distrust and was unworthy of a Government composed of Englishmen, and though those feelings were often disguised under the garb of contempt, they could not be concealed. And their manifestations were often of so petty and spiteful a character that no Englishman can point them out without a blush of shame, and in speaking of them, we would fain take refuge in generalities. It is well-known for instance that early information on all important subjects was consistently withheld from every journal that was suspected of being capable of honest criticism. "It may be," says the *Englishman*, "that in this respect, as in many others, Lord Northbrook has suffered for the sins of those about him; and that he himself would have indignantly disavowed the supercilious expressions of indifference with which a request for the most ordinary facilities were almost invariably met." But it is impossible for the critic of his administration to separate between the share of Lord Northbrook and that of his underlings in the censure that such conduct deserves. That censure would have been far less severe had information been impartially withheld from all, or communicated to the public through an honest and acknowledged official organ. But the case was far otherwise. Our complaint is not that one paper was chosen as the favourite vehicle for transmitting information to the public, but that the information thus given was often garbled as partially to conceal, or utterly to pervert the truth. All this is notorious, but the petty spite that pursued by tortuous ways critics who had incurred the wrath of the Governor-General would be almost incredible to the English public. It has, to give a single instance, been already publicly stated, without fear of contradiction, that when the *Indian Agricultural* was started some months ago the local Governments were privately warned not to subscribe to it. We need not give further instances, or dwell longer on so unpleasant a subject. We should not have written on this subject at all were we certain that Lord Lytton will be able to make a complete reformation. But there are still in power men who will anxiously strive to perpetuate the evil, and it may be some time before the extent of the evil can become so apparent to the new Governor General, as to bring down upon all ignoble relations with the press his manifest displeasure. That this will happen, in course of time we have the strongest hope, and meanwhile we can only beseech His Excellency to give the question of the relations of Government with the press his early attention.

PENSIONS TO MILITARY MEN AND CIVIL SERVANTS.

(*Englishman.*)

We recently called attention to the payments to officers for military service and contrasted them with the payments to Covenanted Civilians, and we also contrasted their pensions. It may make the matter still clearer to compare also the pensions of other Government servants.

An Unconvenanted servant is not entitled to retire, unless invalided until he has 30 years' service. But, after 30 years' service, he is entitled to the same pension that he would get after 25 years' service if invalided; and the invalid pension, after 25 years' service, is Rs. 5,000 a year, if his average emoluments exceed Rs. 12,000 a year, and Rs. 4,000, if not in excess of that sum. Taking, then, the Military man, the Unconvenanted Civilian, and the Covenanted Civilian, of 30 years' service, we find that they can respectively retire upon £365, Rs. 5,000 or Rs. 4,000, and about £630 net, per annum.

Taking less service, namely 25 years, and supposing that all 3 retire from ill health, the annual sums they would respectively receive, are—Military man £291. Uncovenanted Civilian, Rs. 5,000 or Rs. 4,000, Covenanted Civilian, as before, £630. Further, the Uncovenanted Civilian, if invalided after more than 15 years', and less than 25 years', service, receives a pension of Rs. 3,000 or Rs. 2,000, according as his average emoluments do, or do not, exceed Rs. 12,000 a year. A Covenanted Civilian in similar circumstances receives £150 a year, plus £20 for each complete year of service in excess of 5, up to a limit of £450. Therefore, supposing in each case 20 years' service, the respective pensions are—for Military, Uncovenanted, and Civil Servant, £181, Rs. 3,000 or 2,000, £450. It will be seen, therefore, that the Military man is worse off than his contemporaries in other branches of Government service in India.

Bearing these facts in mind, it is interesting to see how Government servants are treated who serve the India Office in England. Mr. Ritherdon retired in the year 1868, after 20 years' service, at the age of 40. His salary was £520, and he received an annual pension of £346·13·4. The pension of a Military man after 20 years' service in India, not England, is £191·15·1. Mr. Alexander, after 10 years' service, with a salary of £230, retired at the age of 32, with £100 a year. In 1869, Mr. Plowden, after 11 years' service, his salary being £520, and his age 29, received a pension of £260 a year. After 24 years' service, allowing for furlough to the country in which Mr. Plowden spent his whole service, an Indian officer would be 43, and entitled to £292·4.

In 1871, Mr. Davies, after 23 years' service, and at the age of 44, being then in receipt of a salary of £825, received a pension of £575 a year. After 25 years in India, a Military officer is entitled to £465·5, his age being probably 54. In 1871, Mr. Stapleton, at the age of 34, with a salary of £580, and after only 14 years' service, received a pension of £372. In 1875, Mr. Pike, after 25 years' service, his salary being £660, received, at the age of 41, a pension of £400.

All these gentlemen were Clerks, or Assistants, or officials of some sort, in the India Office, and, whatever the nature and severity of their work, it had, at least, been performed in their own native country, England; and, yet, in every case they received pensions at about the prime of life, and some much earlier, in excess of those which Military men would be entitled to after longer service in India, exposed to all the discomforts and dangers of the climate, in exile from much that makes life enjoyable, and, if married men, separated for years from those who are dearest to them in the world.

The Army, always, in India, a profession by which men lived, is now, both in India and elsewhere, a profession for which men are severely trained, and in which they are severely worked. They have still to live by their profession, and it is time for Government to recognize the fact that to do this is becoming each day more difficult, and to place their pensions upon a more liberal footing when compared with those of other servants.

EUROPEAN AND OTHER EXTRACTS

DANCING.

(*The World.*)

People, and especially people of fashion, often complain that they are without a mission; and their want of something of this kind no doubt accounts for their large contributions in aid of religious enterprise in Polynesia. If they cannot have the needful thing themselves, they will try to help others to find it. But let them not despair; there is a mission left—to reform the present barbarous style of ballroom dancing. It seems indeed presumptuous to attempt to remodel life and manners in the South Seas while this evil exists at home. No one can call the hurry-scurry of the modern dance a pleasant exercise; it may be engaged in from motives of duty or of self-interest, but these might be compatible with a more rational style of making the tour of a room. Why should a girl be compelled to find a partner in a whirligig in order to find a partner in marriage—by handicap youth and beauty, in a perfectly legitimate endeavour with this wellnigh intolerable condition? What would the dervishes say if they could see us thus following our own noses in a perpetual chase of short turns unsanctified by any purpose of devotion? The quadrille might have been made tolerable by preserving its stateliness; but we have chosen to deprive it of that, and of every other characteristic of truly civilised dancing, by cutting out the steps. The waltz and its baser offspring, the galop, were ever utterly bad; and the fact that the former of these was from the first the object of Byron's scorn and detestation shows how justly the true poet is called a seer. There are steps in it, no doubt; but they are only steps to perdition in which your health, your temper, and the clothes on your back are overtaken by a common ruin. Think of our voluntarily engaging in a diversion which has a torn skirt not so much for its accident as for its aim. Think of beauty, armed by the care of hours for conquest, and then disarmed in a twinkling by its own deliberate act; but a moment ago firm, erect, defiant, in the symmetry of silks and laces, and now palpitating amid a heavy of *chiffons*, and with no time to refit before the looking-glass ere the signal is given for a second encounter. We talk of the cruelty of the spur, and with justice; but to see this at its worst, we must not look at the overridden steed, but at the noble animal whose finest external attributes it sometimes so ruthlessly destroys.

In matters of this kind caricature, especially when it is unconsciously done, has its highest uses; and, to know what our dancing is like, we ought to see an imitation of it by a late beginner. Watch a Turk in a ballroom. His countrymen are now so far gone in their decadence that they are trying to dance like us. It is their way of copying the civilisation of the West; and it alternates in their practice with the drinking of champagne and the wearing of boots of patent leather, as a means of perpetuating their tenure of Constantinople. By all means watch a Turk in a ballroom. He has come to do as we do; but for a time he is content to look on, to study principles, to catch the true spirit of the amusement—all so different from that of dancing he has had done for him in his own house at home. He has at length learned his lesson; and, fixing his *fez* tightly on his head, and performing other movements analogous to the close reefing of maritima preparation for a storm, he selects a partner. He is sure not to have to ask a second time; for feminine curiosity is piqued by the novelty of his attitude as a suppliant for feminine companionship. He mutters a few words in broken French, and starts; and, in an instant, the room is cleared before him, as the plains of Southern Europe were once cleared before the cavalry of his ancestors. The unhappy man has come to the conclusion that it is all 'butting,' and he accordingly spares neither sex nor age in his resistless rush. You may see, by the nervous twitching of his lips and the tension

of a great part of his power. There is no more absurd notion than the notion that a vast memory implies a want of balance of mind, and probably an ill-ordered and poor understanding. In Lord Macaulay it certainly was a direct source, not merely of sound judgment, but of humorous resource. His great faculty of vivid generalisation, which was so marked that it almost suggests a semi-mechanical process,—appearing to bear to the like judgments of other men the same relation which machine-made lace bears to hand-made lace, so much more rapidly and unerringly are generalisations of a particular class made and registered in his writings,—was obviously due to his wonderful memory and the inferences it suggested. He seemed to contain in himself, in relation to particular departments of knowledge at least, as we have elsewhere noted, something like the standard of a public opinion; and this was, no doubt, because his memory contained, as regarded those departments of knowledge, the accumulation of the chief experiences which form public opinion.

Again, his wonderful memory was a great feeder of his humour, not in the sense of the orator who said that his opponent had trusted to his memory for his wit and to his imagination for his facts, but in a much more legitimate sense. The readers of Lord Macaulay's letters will be struck by the abundance of humour in them. Students of his "History" and his "Essays" would recognise that humour as a quality which was always latent, though not always active, in him; but the somewhat set style into which his eloquence and his arguments fall, and especially the painstaking exhaustiveness of his exposition, give the impression of a much *graver* man,—of a man of less impulse and more conventional modes of thought, of a man who cared less to flash his meaning on his readers, and cared more to indoctrinate them, than Macaulay actually was. In fact, he was, as a young man, full of fun. The fun is not in itself of a very high order. One or two jokes recorded here are indeed excellent. When the Cambridge electioneerer discharged a dead cat full in his face, and then apologising, said that it was not meant for him, it was intended for Mr. Adeane, Macaulay's reply, 'I wish you had intended it for me, and hit Mr. Adeane,' was full of that presence of mind and good-natured malice which is of the essence of the best humour. Again, there is true fun in a rhyme which one of his sisters quotes. When they were making up verses on all sorts of extempore themes, and some one had given the subject of an acquaintance who had gone out to the West Indies hoping to make money, but had returned with no change in his fortunes except that the complexions of his daughters had been ruined,—Macaulay struck off this:—

"Mr. Walker was sent to Berbice,
By the greatest of statesmen and Earls;
He went to bring back yellow boys,
But he only brought back yellow girls."

Still, on the whole, we believe that Macaulay would never have had any unusual fund of humour in him, but for his wonderful memory. The squibs of which he was fond as a young man are not, on the whole, very good. The account of the no-Popery expedition of the country clergymen to Cambridge, to vote against some supposed step in the direction of Popery, is as good, perhaps, as any of them, but it is not at all like the squibs of Canning or Peel. The following extract from the anti-Papal manifesto which roused the sleepy clergy to the sense of their dangers, with the account of the conventional politeness to individuals by which it was accompanied, is the best part of it:—

"'Dear sir, as I know you desire
That the Church should receive due protection,
I humbly presume to require
Your aid at the Cambridge election.

It has lately been brought to my knowledge,
That the Ministers fully design
To suppress each cathedral and college,
And eject every learned divine.

To assist this detestable scheme
Three nuncios from Rome are come over;
They left Calais on Monday by steam,
And landed to dinner at Dover.

An army of grim Cordeliers,
Well furnished with relics and vermin,
Will follow, Lord Westmoreland fears,
To effect what their chiefs may determine.

Collard's bower, good authorities say,
Is again fitting up for a prison;
And a wood-merchant told me to-day
'Tis a wonder how faggots have risen.

The finance scheme of Canning contains
A new Easter-offering tax;
And he means to devote all the gains
To a bounty on thumbscrews and racks.

Your living, so neat and compact—
Pray, don't let the news give you pain!—
Is promised, I know for a fact,
To an olive-faced Padre from Spain.'

I read, and I felt my heart bleed,
Sore wounded with horror and pity;
So I flew, with all possible speed,
To our Protestant champion's committee.

True gentlemen, kind and well-bred!
No fleering! no distance! no scorn!
They asked after my wife who is dead,
And my children who never were born."

But though that is very fair rattle, it would not have gained Macaulay the reputation for humour which we think he will gain among the ordinary readers of his letters. And we suspect that will be attributable chiefly to the great resources which such humour as he had commanded in consequence of his great memory. Mr. Trevelyan gives a striking account of the crowd of humorous associations which Macaulay and his sisters had accumulated round the quaintnesses of the pedantic, old-fashioned novels of the Grandisonian days, and the delightful irony of Miss Austen's ever-memorable stories. The younger members of the family, he says, had partially entered into that life, but somehow, when those who had, as it were, initiated the family into it, disappeared, the charm of it disappeared too, and it no longer became possible to recover the attitude of mind in which the old reminiscences appeared so quaint and so delightfully ludicrous. The truth is, no doubt, that in the enjoyment derived by Macaulay and his sisters from the admirable stiffnesses and pedantries of a by-gone day, full and vivid memory was everything. Macaulay could chronicle the number of fainting-fits recorded of each particular person in the silly old novels of the romantic-gallant period. He had calculated, in relation to "Sir Charles Grandison," that Miss Byron's letters must have brought to the post-office of Ashby Canons, and consequently cost her Uncle Selby, a revenue exceeding the annual interest of her fifteen thousand pounds; every little bow and scrape in the book was evidently impressed on his mind, and when he refers in his letters to "the venerable circle" who so much delighted in Miss Byron's epistles, you feel that in fact, though he was not one of it, he was completely master of all the details of its old fashioned punctiliousness; and this, or something like this, is necessary to give to these quaint reminiscences their full fascination as humour. These reminiscences had, too, evidently become a special tradition in the Macaulay family. They had acquired all sort s of additional flavour from the references to family acquaintances and newer scenes with which the old manners had been associated. It was no longer the mere quaintness of the old books, it was the charm of the association between the old books and the youthful merriment, which threw so much life into this tradition. And all this was due originally, of course, to the wonderful accuracy, tenacity, and faithfulness of the memory which was at the root of all this enjoyment. No one can read Macaulay's life without feeling that a great memory, so far from overbalancing an ordinary mind, supplies it with all kinds of new life, strengthens the judgment, quickens the imagination, and feeds with a hundred streamlets of rich and delightful association any sense of humour which the owner of that memory may boast.

SHIPS AND PROPELLERS.

(Standard.)

On more than one occasion we have called attention to the peculiar system of naval construction proposed by Dr. J. Collis Browne. To a certain extent this system has been practically tested, some small craft having been built in accordance with it, including a sailing yacht—the Kalafieh, schooner rigged, and 280 tons burden. This vessel has thoroughly fulfilled the expectations which were entertained concerning her, and all the experience gained has been such as to encourage the idea that the principle thus applied is of considerable value. Speed is gained, there is a marked diminution of pitching, and the motion in a sea way is singularly easy. The captain of the Kalafieh has certified as follows:—"I have been master of ships of all classes for nearly thirty years, and I can safely say I never was on board of any ship with such buoyancy against a head sea as the Kalafieh. I was very much surprised at the easy manner in which she bows the sea." He adds—"I have driven the Kalafieh with all her canvas set while other yachts have been under two reefs and washing heavily, the Kalafieh having dry decks; indeed, she handles well under any sail, and I can never force her under water."

The distinguishing feature of the Kalafieh was a ram-like prolongation of the bow. Viewed in profile the outline of the bow very closely resembled the sectional outline of a wave. But this projection was more than a mere ram. It was part of the hull of the ship, and possessed buoyancy. Looking at the ship when in a dry dock it might be argued that as soon as she had to face a rough sea the advancing waves would rush up the slope of her stem and deluge her forecastle. In fact, this argument has been held, and the bow of the Collis Browne ship has been compared to a sloping breakwater. Of course, where a solid break water slopes down to the sea an impinging wave will run up the incline. But there is this difference between such a breakwater and a ship, that the former is a fixed body, while the latter is a floating one. A rock shaped like the Kalafieh would be swept by the waves. But a ship is not a rock. As the waves rolled towards the Kalafieh they were met by the projecting hull, or beak, and before the crest of the wave had advanced within reach of the bulwarks the fore part of the ship was heaved up beyond the sweep of the sea. We may conceive an advancing wave to be a moving ridge, travelling on its base. If the ship has an overhanging bow the forecastle will be plunging into the crest of the ridge while the front of the base is just touching the keel. Hence the whole wave strikes the ship at once, and the forecastle deck may be only just level with the top of the wave, if, indeed, it is not actually below it. When the wave gets fairly abreast of the forecastle, then comes a sudden lift, after which the bow plunges down again to undergo a repetition of the process. Hence the pitching of the vessel and the shipping of seas. But on the new method the case is entirely different. As the wave presents a ridge to the ship so does the ship present a ridge to the wave. The combat is foot to foot. Instead of the bow meeting the apex before the base of the ridge or triangle gets fairly under the hull, we now see the base of the hull meeting the base of the wave. Hence the lifting process comes first, the projecting stem rises, and the water appears to fall off on either side. The bow never plunges down helplessly into the crest or body of the wave, but fairly floats over the billows. It will be understood, that the projecting stem of this new style of ship is not a mere protuberance under water. The projection begins at the bulwarks, and governs the form of the hull above as well as below the water-line. A shoe half immersed in water will give some idea of what is meant, and, in fact, one of the Collis Browne small craft when seen off Dover was made the subject of a comparison of this kind. It is desirable that this should be understood, because it may account for the circumstance that the Kalafieh has shown no sign of the "bow wave"—that peculiar phenomenon of the ram-bowed ironclad. Although it has been denied that the bow-wave has any injurious effect on the speed of our ironclads, it seems inevitable that power is expended in maintaining such a hillock of water in front of a ship, and its presence seems to indicate some defect in the present system of naval construction.

We have thus far spoken of the bow. But a similar projection is proposed for the stern of the ship. One obvious advantage thus obtained is that of preventing the ship from being pooped. The wave that overtakes the ship will be foiled in the same way as the wave that meets it. The base of the wave triangle will be met by the base of the ship triangle, and the summits will be kept apart. But this is not all. Experiments with models have satisfied Dr. Collis Browne that a projection at the stern like that at the bow increases the speed of the ship. With this real projection there is no whirling and suction of the water under the ship's stern. All is quiet, and the vessel goes smoothly on her way. It is very singular how this seems to agree with certain results obtained in another medium and with incomparably higher velocities. Sir Joseph Whitworth, when firing elongated projectiles from his rifled guns, found that he obtained an increased velocity by making the shot taper at the rear. It seemed as if, when the rear was made blunt in the usual way, a partial vacuum was formed behind the projectile during its flight, and thus the corresponding resistance was offered to its forward progress. There were probably certain reasons why this form of shot was not good for the gun, but it was good for the projectile, and it seems that something of the kind is good for the ship.

In our description of the Collis Browne ironclad on a former occasion we spoke of the vessel as being designed with a considerable swelling out of the hull at and below the water line. The "bumble home" of the top sides was so great as to form an angle of something like 40 degrees from the vertical, the effect being to present a deflecting angle to the enemy's shot. This falling in at the top is, in other words, a great protrusion of the hull about the water-line. The consequent breadth of beam, combined with elongation of the bow and stern, also to a great extent immersed, would obviously constitute a form of ship having extreme buoyancy. According to the results obtained by means of a model at the time when we first discussed this question there was every reason to believe that a vessel constructed on this plan having a deck length of 224 feet, or a total length of 344 feet, the breadth of deck being 40 feet, the beam 64 feet, and the depth 40 feet, would have a displacement of about 15,000 tons, with a freeboard of nearly 16 feet, carrying armour three feet thick over twelve feet of the freeboard round the whole of the hull. Just before entering into action the vessel would receive water into sundry compartments, so as to bring her down sufficiently to expose none but the heavily-armoured portion of the hull. We have now to call attention to a modification of the design, such as may be expected to add greatly to the efficiency of the ship. After swelling out at the water-line, the hull of the ship, as now designed, curves inward, so as to leave a hollow space along the line of the bilges, traversing the whole length from end to end. Along the line of the keel the vessel spreads out into a broad flat bottom, so as to compensate for the capacity lost in hollowing out the undersides. The great novelty which now presents itself is with regard to the propelling apparatus. Two screw-propellers are employed, one on each side the vessel amidships, in the bilge hollow. The shaft of each screw projects obliquely, and the screw revolves underneath the over-hanging hull. There is a clear space fore and aft, and there is nothing to interfere with the free working of the propeller. The obliquity of the shaft would seem to place the propelling power at a slight disadvantage; but, on the other hand, the screw is most advantageously placed for working in the water. The two shafts are placed symmetrically with regard to each other—that is to say, the position on one side the ship exactly corresponds to that on the other. In order to protect the screw from injury a band of iron passes down from the hull at the water-line, and after descending in a perpendicular direction until past the level of the shaft, takes a curve round, and proceeds horizontally to the under side of the flat bottom, thus encompassing the propeller with a kind of bow. Viewing the vessel endwise, with this iron band or bow shielding the screw on either side, the general outline (at least below the surface of the water) very much resembles that of a vessel constructed in the customary U form, only somewhat flatter. A space scooped out of the curved portion of the U on either side, considerably below the water-line, is that wherein each propeller revolves. Of course the upper extremities of the U must be supposed to fall in at an angle, to represent the deflecting armour of the top-sides.

Taking a section of the ship, we find the engines and boilers resting on the flat bottom, about on a level with the two propellers. The machinery thus occupies the lowest portion of the ship's hull, and is as far removed as possible from damage by the enemy's projectiles. The screw shafts are short, as they pass through the hull abreast of the engines. The propellers are to the ship somewhat as wings are to a bird. There is one on either side, and they can be worked so as to steer the vessel as well as to propel her. Thus equipped the vessel can turn on her centre as on a pivot. The screws also take effect either way, so that the vessel can be propelled backwards or forwards with equal facility. A working model thus constructed gives promise of great results in regard to this mode of marine propulsion.

But it is necessary that we should speak of the form of propeller which it is proposed to use. Dr. Collis Browne has invented and made successful trial of a four-bladed screw propeller which is essentially peculiar. In appearance it is rather paradoxical, for it resembles two double-bladed screws on one shaft, one screw being the exact reverse of the other. Hence it might be argued that one screw would neutralise the other, and all the power applied to effect the rotation of the propeller would thus be thrown away. But closer attention shows that the effect must needs be otherwise. When the propeller rotates each of the four blades is driving, two with their faces and two with their backs, these latter receiving the water thrown from the foremost pair. There is a powerful grip on the water, and at the same time the action is smooth, steady, and silent, never "thrashing" or producing vibration. The water is, as it were, wormed through the screw in a uniform thread, one continuous stream being thrown aside from the centre of the propeller in a direct axial line. The power of this propeller is indicated by the quickness with which it stops a vessel when the motion of the screw is reversed. This occurs even with the screw fitted to the stern in the usual way. A steam ship of 1042 tons register was fitted with one of these propellers, 12 feet in diameter. When steaming at about ten knots an hour the vessel was stopped in her own length on the motion of the screw being reversed. A little yacht, 60 feet long, fitted with one of these propellers, having a diameter of 3 feet 6 inches, was in like manner stopped in a few seconds when steaming from 15 to 16 miles an hour, and in sixteen seconds from the commencement of the reversal was going astern. This boat was the Cloada, well known in the Royal Yacht Squadron, and was originally built for Mr. Moens. A Collis Browne propeller was fitted to a steam boat belonging to the Thames Conservancy. The screw previously used was 2 feet 4 inches in diameter. By some mistake the Collis Browne propeller was made with a diameter of 1 foot 10 inches. It appeared ridiculously small for its work; but, nevertheless, it was made of it, and to the surprise of all parties it was found to propel the boat very nearly if not quite as fast as the larger screw. Reports of an official nature, both at home and abroad, testify very strongly to the good qualities of the invention. Among other points the propeller is credited with maintaining the speed of the vessel to which it is applied with a considerable reduction in the consumption of fuel, as compared with other propellers. A Trinity House report speaks of a saving of fue to the extent of 25 per cent. The absence of vibration, and the power of the screw in stopping a vessel, are points which also attract attention. The value of the latter quality in preventing collisions is obvious. One peculiarity of the screw is that it does not in any way affect the steering of the ship. If the helm be kept amidships the screw will drive the vessel straight on. As such an invention is calculated to be of public service it is satisfactory to know that a trial of the propeller is about to be made at Portsmouth by authority of the Admiralty. Supposing this screw finally to verify the expectations which its performances thus far would seem to warrant, its utility in connection with the Collis Browne ironclad would be peculiarly great. Two of these propellers, one under each flank, would provide for the ship a mobility of action which would be of the utmost value in an engagement. The position of the screws under the sides of the ship also ensures their immersion. The vessel will never roll sufficiently to raise either screw out of the water. Hence that racing of the engines to which ships are liable which have their screws at the stern is avoided. In addition to the quality of handiness, the element of stability is of vital importance in a ship. On this latter point Dr. Collis Browne's design in regard to the ship itself appears unimpeachable. A model been out of hollowed and placed in the water floats upright without any weight being placed on the keel, and refuses to overturn even when one side is forcibly depressed, so as for the water to reach the gunwale. Every schoolboy knows that his toy-boat requires a strip of lead along the keel to keep the hull upright. The question of stability with regard to our modern ships of war is a point of much importance. Mr. Reed has lately advanced the theory that a warship of the "citadel" type may be very unsafe when her unarmoured ends are shot away. The style of a vessel described in this article is not exposed to any such contingency. The form of the hull is also favourable to the use of duplicate armour—a system which is likely to be peculiarly efficient in preventing shells from entering the ship. It will further be seen that the vessel is capable of acting as a ram in either direction. In respect to steering a rudder can be used at the extremity of one of the beaks, but the side propellers will give an enormous steering power. This system applied to a gun boat will render such a craft exceedingly agile, as she could change her course with the utmost readiness, running backwards or forwards, or deviating to any point of the compass. We believe the whole subject is now before the Admiralty, where we have every reason to expect it will receive a searching investigation, so that neither its merits nor its defects may pass unnoticed. It any of our readers are disposed to think the proposed form of ship a strange one they may call to mind the circular ships of Russia as equally strange, if not more so, although highly praised by one of the best authorities.

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MR. PUNCH'S "OWN MAN" AT THE BOAT-RACE.

(Punch.)

Am I premature? Will any one say that it is dishonest to describe that grandest of contests, that noblest of sights, that magnificent exhibition of British pluck, the University Boat-Race, days before it (as they have it on the river) "comes off?" I pity the man who thinks so. Yes, indeed I am sorry for the creature whose heart is so dead to every noble impulse that he cannot appreciate an account of the "Blue Riband of the River" simply because time is anticipated, and dates are hurled into space. I have nothing to do with him—he is not of my class; we (so to speak, and as they say at Putney) do not "row in the same boat." It is to the true sportsman, the honest young Englishman with rosy cheeks and curly hair, the representative of all that is good and grand in the national character—it is to him that I address myself. He will understand me, he will appreciate my wonderful word-painting, he will recognise the profound knowledge I possess of matters aquatic, his heart will beat with mine—in a word, he will pull bow to my stroke. The University Boat-Race has often been described before; it is described again. Once more, should it appear to some of the more thick-headed of the public that the description (under the special circumstances of the case) is a little premature, let it be remembered that *Mr. Punch* is no ordinary man, that his wealth is boundless, and that wealth can purchase everything. *Mr. Punch* commission, ed his "Own Man" to write an account of the Boat-Race—and an account of the Boat-Race has been written. Transactions of a similar character to ours between editors and contributors have taken place before. Men have described battles on the Continent without leaving London; they have hunted the tiger in far Bengal, and yet during the chase have still contrived to sleep nightly in their apartments at Lower Tooting. Let it be remembered by the thoughtless that one Boat-Race is the counterpart of the others, and then "good luck to us all." Ring the bell, take off your hats in front, and clear the course!

THE ROAD.

"What sort of day is it?" was the popular question in the early morning of April 8th. Dukes reclining on couches set with jewels and curtained with cloth of silver and gold, put the question to their countless domestics; and costermongers, taking their fevered heads out of the coal-skuttles in which they had deposited them the night before, made the same inquiry of their "old women." And what was the weather? Well, to some people it would have appeared a bright, sunny spring day. Others might have declared that it rained heavily, and was bitterly cold. Nay, some might have said it snowed. After all, the weather is a mere matter of opinion; and such was the weather on the 8th of April, 1876.

From an early hour the roads leading to the scene of the contest were thronged with pedestrians and vehicles. Who does not know the scene? Who does not remember the hansoms, four-wheelers, stanhopes, broughams, and family coaches? Why, it is a twice told tale, as stale as the news of the decease of Her Majesty Queen Anne. Shall I tell this tale thrice? Shall I, who have seen the most glorious sights in the world—the mighty Niagara, the frowning Rock of Gibraltar, the twinkling lights of the Rue de Rivoli—shall I descend to such homely stuff as this? Never! I will content myself with one or two sketches.

First, a young carriage filled with a bevy of pretty girls all dressed exactly alike. Their beauty was the same—hazel eyes languid and yet sparkling; clear olive complexions, suggestive of the most luscious Devonshire cream; rosy cheeks, and dark reddish black hair. How happy they looked as they gaily whirled along! And why did they look so happy? Because the man they loved, the man any one of them would have willingly taken for a husband, was with them. A gay young bishop was the lucky fellow. "It was too bad of you, my Lord, to ask Mamma to get out while we ascended that last hill, and then to leave her behind! I am sure we shall never find her again!"—I heard one of the fair creatures say to the young ecclesiastic. The Bishop's cheery laugh was heard for yards round, and once more he began to amuse them. Well, and why should not a Bishop put on a false nose if he only smiles? I envied *them* their beauty, and *him* is luck, and passed on.

An open window. I noded right and left, for this was a *tableau* of celebrities. There was an eminent Comedian, talking to a not less eminent Statesman, and the Editor of a Newspaper was explaining to a great General the theory of war; a celebrated Dissenting Minister (who had come to see his University win) was smiling at the sallies of wit of a famous writer of *opera bouffe* books. And what a background of loveliness! I had to shade my eyes with my hand as I noticed that I had female portion of the chorus at the Opera had apparently come down in the Race *en masse*. Later in the day, I found that the celebrities of the day had, so to speak, thawed, and were gaily dancing quadrilles with their fair companions. Ah! beauty and genius! It is good to be wise, but better still to be young and lovely!

And the crowd. Officers in the Guards, in State uniform, rubbing shoulders with barristers, who had run out of Chancery Lane just to see the race; Conjurors; Brassbands; Punch Shows; Circus Processions (greatly impeding, by the way, circulation on the towing path); and hearses. Here was a bridegroom, who had on the way home from church, taken his blushing bride to see "the finish;" there a company of mourners, who had stayed awhile to hail the victory of the Winning Blue. Oh! it was a grand sight! Once seen, never forgotten—and, never forgotten, always described!

THE RIVER.

It is not every wiseacre who can say whether the river is smooth or rough. Sometimes there may be waves that look to the shortsighted like ripples. Then why describe the state of the river on the ever-memorable 8th of April? To the learned it would be as much an insult, to the unlearned it would be an injury! So the state of the river shall not be described.

Plenty of boats, barges, steam-launches, and out-riggers! Here was an elderly man in a tub, pulling as if for dear life, and yet smiling with a glee scarcely befitting his grey hairs. Who was he? By the respectful manner in which the River-Police saluted him, evidently some one of consequence. Was he the Lord Chief Justice, or Cardinal Manning, or Mr. Gladstone? Who can say, on a day like this? and so he passes on. The steamers soon give him their wash, and the tub disappears.

And now it is time for the Race. The bunting either flies gaily in the crisp morning, or hangs heavily in the wet. There is a shout—and a mighty one. "They are off!" It has been said before, and it will be said again.

THE RACE.

The boats left Putney together. One of the Blues was on the Middlesex side, the other hugged Surrey. And so they started, pulling a stroke which had eight oars to give it the necessary impetus.

The Water-Works were neared and passed; the Gravel Pits followed the same fate. Off Chiswick it was anybody's race. "Go it, Oxford!" "Cambridge wins!" were the rival cries as the two boats steadily pursued their way. Every sinew cracked, every muscle was stretched to the utmost.

And oh! what a shout there was at Hammersmith as the rival crews came in sight! And how the people cheered at Barnes and Mortlake! Hark to the gun! 'Tis over. The expectant enthusiasm of the year is concentrated into the madness of a thrilling *quart de heure*! Oh, it was a noble race nobly won. Both victors and vanquished deserved well of their respective "Varsities," (as the Universities are called by members of the less important Colleges at Oxford and Cambridge), and no one was surprised at

THE RESULT.

The Oxford and Cambridge Boat-Race of 1876 was won on Saturday, April 8th, by the Light Dark Blue. The time (as taken by Benson's chronometer) was about twenty minutes—a minute or so more or less either way.

And thus it will be seen that (as usual) the best men were the victors! Long may it be so; and long may we be there to see it, and to tell the tale!

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